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1917 FIFTY-FIFTH ANNUAL ISSUE.
—
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9.00 " " " " " "	" " " " " "
10.00 " " " " " "	" " " " " "
11.00 " " " " " "	" " " " " "
12.00 noon to 1.00 p.m.	" " " " " "
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Saturdays and Sundays only.																				
CANTON	7.25	8.30				12.40	1.45													
Tai Sha Tsu) dep.	7.40	8.45				1.00	1.05													
YONG LING	8.00	9.05				1.20	1.25													
Shun Chan	8.15	9.20				1.35	1.40													
Shing Shui	8.30	9.35				1.50	1.55													
Taipei	8.45	9.50				2.05	2.10													
Shuei Mahei	9.00	10.05				2.20	2.25													
Shatin	9.15	10.20				2.35	2.40													
Yuennei	9.30	10.35				2.50	2.55													
Hung Hom	9.45	10.50				3.05	3.10													
KOWLOON	10.00	11.05				3.20	3.25													
Last Ferry																				
Hung Hom	11.15	12.20				3.35	3.40													
KOWLOON	11.30	12.35				3.50	3.55													
Yong Hom	11.45	12.50				4.05	4.10													
Taipei	12.00	13.05				4.20	4.25													
Shatin	12.15	13.20				4.35	4.40													
Shuei Mahei	12.30	13.35				4.50	4.55													
Taipei	12.45	13.50				5.05	5.10													
Shing Shui	13.00	14.05				5.20	5.25													
Shun Chan	13.15	14.20				5.35	5.40													
CANTON	13.30	14.35				5.50	5.55													
SHUN LING																				
YONG LING	13.45	14.50				6.05	6.10													
Shun Chan	14.00	15.05				6.20	6.25													
Shing Shui	14.15	15.20				6.35	6.40													
Taipei	14.30	15.35				6.50	6.55													
Shatin	14.45	15.50				7.05	7.10													
Yuennei	15.00	16.05				7.20	7.25													
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SHIPPING NEWS.

MILLION TONS TO SHIPING.

In round numbers, vessels under construction and contract to build at the various yards along the Pacific coast of the United States will add nearly 1,000,000 tons to the commercial tonnage of the world, says the Portland (Ore.) Telegram. The fleet consists of 67 steel steamers, each representing more than 8,000 tons burden, and having a total value of approximately \$70,000,000 and 78 wooden vessels, 2,500 tons on an average, worth fully \$10,500,000. Eighteen months ago there scarcely was a shipyard on the Coast which was engaged in turning out new tonnage. For the most part the few plants were utilized for handling ordinary ship-repair jobs.

JAVA-PACIFIC LINE SERVICE ACROSS ATLANTIC.

The Java-Pacific Mail Co., now operating a service between Java and San Francisco via Japan, will in future extend the service to New York from San Francisco, jointly operating with the Holland-American Steamship Company. Four cargo boats, the *Boepoe, Radoja, Sperakara*, and *Madhoem*, 9,500 tons each, will be placed on the new service.

The Holland-American Company, have for some years been operating the service between New York and Holland with three passenger boats and five cargo boats. The Java-Pacific Mail owns eight vessels, while the Holland-American Steamship Company has nine ships, including the three passenger boats *Ophir, Ryndam* and *Noordam*. It is stated that two steel vessels of 9,000 tons each are under construction at a yard in Holland for the Holland-American Company.

ASANO SHIPBUILDING YARD BUSY.

The Asano-Shipbuilding Yard at Tsurumi, which opened its business two months ago, has since been busy constructing five vessels ordered by the Tatsuna S.S. Co. of Kobe, the Suzuki Company, of Kobe, and the Toyo Kisen Kaisha.

A steel cargo boat of 11,000 tons will be launched for the Suzuki Company on July 15th, this being the first vessel constructed at the yard.

According to Mr. Yoshida, a director, the keel was laid recently of a vessel of 10,000 tons ordered by the Tatsuna S.S. Co. of Kobe, while the keel will be laid on the 28th instant of an 8,000-ton cargo boat for the Kishimoto S.S. Co. of Kobe. Another vessel for the T.K.K. will be launched from the yard early in November.

COMPANY REPORT. NIPPON YUSEN KAISHA.

The report of the Directors of this Company for the half-year ended March 31st, 1917, is as follows:—

The surplus of earnings, after deducting current expenditure for the past half-year, amount to Yen 22,155,245,000, out of which there have been deducted:—
Depreciation of the fleet Yen 1,443,457,350
and property 844,301,430
Insurance fund 350,352,980
Ships' structural repair fund 350,352,980
Yen 2,638,111,640

leaving a balance of Yen 38,479,260,460, including Yen 19,901,164,810 brought forward from the last account.

The Directors propose that Yen 975,854,650 be added to the Reserve Fund, and that Yen 200,000,000 be allowed as the Directors' and Auditors' fees, and Yen 400,000,000 for the employees' special grant for their services in connection with the war.

From the remainder the Directors recommend a dividend at the rate of eight per cent. per annum, besides two per cent. per annum as special dividend and a further twenty per cent. per annum as extra special dividend. The total of the dividends will absorb Yen 1,255,000,000, leaving a balance of Yen 32,777,433,780.

For the adjustment of this balance of Yen 32,777,433,780, the Directors propose to apportion as follows:—

Special reserve for war risk and depreciation of value of vessels to be built and purchased Yen 13,500,000,000
Special reserve 3,000,000,000
Fund for training, protection and encouragement of seamen 600,000,000
Dividend equalization fund 3,270,000,000
Extra special dividend (40 per cent. p.a.) 5,500,000,000
Directors' and auditors' extra allowance 150,000,000
Extra bonus for employees 825,000,000
Final balance to be carried forward to next account 532,433,000
Yen 32,777,433,780

FEEDING THE NEUTRALS. THE POLICY OF WASHINGTON.

The Washington correspondent of the *Morning Post* telegraphed recently:—

Northern European neutrals, Holland and Denmark especially, are showing signs of perturbation over the possibility of the United States restricting exports, and, in conjunction with England, placing them on a strictly rationing basis. The Ministers of these countries in Washington have conferred with the Secretary of State, representing that, whatever may have been done in the past in the matter of supplying Germany with foodstuffs, at the present time they are rigidly observing their agreements with England, that nothing is going to Germany except as permitted by agreement, and that all German exports are counterbalanced by similar British exports, so that England gains as much by the arrangement as her enemy. They also urged that for certain commodities they are entirely dependent upon the United States, and an embargo on, or cessation of, American exports would cause their people untold suffering, if not actual starvation.

The State Department is giving the subject most careful consideration, in consultation with the British and French Ministers. The position of the American Government is very simple. It feels it has a moral obligation to feed neutral Europe if it can be done without risk of helping Germany, but at the same time it realizes now, as it has not before, the extent to which Germany has been able to ward off starvation through imports from northern neutrals, and that one very effective means of striking at Germany and crushing her is to prevent a single ounce of food reaching her from the United States. The Washington Government is not being influenced by sympathy, nor will it allow its feelings to be played upon by pathetic appeals.

The United States has gone into this war to win and to end it as quickly as possible, and anything that can be legitimately done to force Germany to terms will be done. While, of course, nothing will be done to create unnecessary friction between the United States and northern neutrals, if a decision has to be made between strained relations and the passage of food to Germany, there will be no hesitation about the course to be adopted.

The announcement that Herman Lagerantz, formerly Swedish Minister to the United States, is coming on a special mission to discuss the food question is welcomed by the State Department. It is a proof that Sweden realizes her dependence upon the United States for food, and it will enable the Washington Government to make it plain to Sweden and other neutrals they must no longer serve Germany. Legislation now pending in Congress will shortly be enacted giving the President the power of embargo, and he will then have sweeping authority to prevent the exportation of any article he may consider inimical to the public interest, or that through neutral intervention may be of advantage to Germany.

There is in Washington the greatest anxiety and uncertainty in regard to Russia. Referring to Russia a member of the Cabinet said to me:—

"If Russia remains steadfast and we can keep the Allies supplied with food we have nothing to fear, but, if necessary, we are able to put 4,000,000 men in the field. And we shall do it," he added, with grim earnestness. "We have got to win this war," he declared, "and we shall fight if we have to fight alone."

This is now the spirit which possesses the country. I am quite sure that what this member of the Cabinet said is no vain boast. The country has gone into the war to see it through, and see it through it will, if it should have to fight for years and make similar sacrifices in men and money to those that England and her Allies have made. Germany did not know what she was doing when she made an enemy of the United States, but she is now finding out, and the knowledge will be bitter and costly. There is a popular belief that Germany is on her last legs and that the war will be over before the autumn, but neither the President nor his civilian and military advisers are allowing themselves to be deluded by optimism, or to think that they need not expend all their efforts. They are proceeding on the theory that the war will last for at least two more years, that the years to come will be more difficult and entail heavier sacrifices and require greater devotion than the years that have passed, and that the war can only be won if the United States throws into the scale all its strength.

Among the strongest advocates of concession there are some who, while agreeing that nothing could be better for the moral of the country and in its spiritual effect than universal service, hold the opinion that no real Army will have to be sent overseas, as the war will be ended before the United States is ready. That is the President's view, and under his direction and leadership America is giving its loans, as England did in 1914, and about its task deliberately, but not hesitating understanding now what war means, as England did not then, profiting by England's mistakes and having the benefit of the experience of the last two years.

GERMANY'S PARLOUS CONDITION.

Discussing the last German loan, the *New York Times* says:— "Under the system of issuing loans for bank paper there is no limit to the totals which might be borrowed, and fantastic figures may be expected." Germany is borrowing to pay interest, and interest on the borrowed total exceeds the total taxation before the war, when it was nearly intolerable. The *New York Times* can see nothing but utter ruin for Germany, which will be revealed when peace comes, because then her paper will be a mockery, and it adds: "Her steamship companies are ruined. Her trade is gone. She has the ill-will of the world. It makes little difference what terms are finally accorded her. She is ruined."

(Continued at foot of next column.)

HUNGER IN GERMANY. SPECTRE OF FAMINE.

From a well-informed correspondent who has from time to time furnished reports on the situation in Germany we have received (says *The Daily Telegraph*) further information which fully bears out news from other sources as to the progressive deterioration of economic conditions in that country. Even Ministers have been constrained to admit, in recent public speeches, the gravity of the outlook. How serious the position may be gathered from a confidential circular recently addressed to district councils by Herr Michaelis, the Prussian Food Commissioner, a copy of which has been smuggled out of the country. Herr Michaelis went so far as to say that Germany was faced with the spectre of famine, and that owing to the erroneous crop estimates, even the army was in danger. He appealed to the landed proprietors and farmers to thresh all their grain and deliver it at once, even if they ran the risk of not having enough for seed. Socialist representatives in the Reichstag have painted the picture in even darker colours. One speaker declared that the men and women in the munition factories were pale and emaciated, and often fainted from hunger, that child mortality had increased enormously, and that consumption claimed more victims every day. Others asserted that the under-feeding was terrible, and that in many establishments the workmen collapsed from sheer hunger.

The privations of the population have been greatly aggravated by the reduction of the bread ration by approximately 20 per cent, and the resentment aroused by this measure has not been appeased by the promise of a full weekly ration of 5 lb. of potatoes and an extra half-pound of meat—where the consumer is able to pay for it. According to the German newspapers, the output of beer is steadily declining, and the barley in the hands of the brewers is not expected to last over May. Another rise has been made in the price of sugar beet in the hope of encouraging its cultivation, with the result that the consumer will have to pay more for his sugar. Milk is so scarce in Berlin that even skim milk has to be doled out in meagre rations, only one litre a week being allowed to families with children between 6 and 10, while other persons apparently have no right to milk at all.

BLACK BREAD AND TURNIPS.

Among the forms of meat to which the poorer classes are resorting may be mentioned whale and seal flesh, and lately some of the newspapers have noted the use of "ass's" flesh. There have been frequent references in the Dutch papers to a brisk trade in dogs and cats from Holland to Germany, high prices being paid. That those animals are used, not only for the extraction of fat, but also for human consumption, would appear to be borne out by the advertisements appearing in German newspapers for dogs for slaughtering. Mussels are also extensively used in the preparation of sausage-meat.

Reports from neutrals who have lately been in Germany all point to a steady increase of the economic pressure. In the towns the poor are hard put to it to keep famine from the door, many being compelled to subsist on black bread and turnips. According to an American until recently resident in Leipzig, something like 90 per cent. of the inhabitants of that town are existing on this diet. Even the well-to-do find it no easy matter to obtain sufficient food. Luxuries are still to be got, but their cost is almost prohibitive.

Sickness is rife, especially consumption and anaemia, and the power of work is proportionately reduced. In the country the conditions are described as far more tolerable, and in some parts as nearly normal, the farmers refusing to part with their produce for love or money. Clothes are said to be practically unobtainable, though for those who can afford the price there is still silk to be had. German families continue to escape over the frontier, especially into Switzerland, in order, as they say openly, to escape famine in their own country. In Denmark there is a plan on foot for bringing some thousands of German children into the country in order to feed them up and restore them to health.

Prisoners of war and interned civilians returning from Germany dwell especially upon the universal shortage of oils and fats, and the extraordinary methods employed by Germans to obtain oil from every possible source. Fresh evidence is forthcoming of the lack of many other raw materials, such as coal, copper, mineral oils, textile materials, and clothing, leather and footwear, and of the crippling influence exercised by the great scarcity of labour in nearly every branch of industry.

A great and growing difficulty is the provision of adequate railway transport. A Swedish doctor, who recently returned through Germany from Vienna, where he had been working under one of the chief statisticians engaged on transport work at the War Office, went so far as to say that it was only a question of months before the German Government would be forced to make peace by considerations of railway transport. The permanent way was in a very bad state, the rolling stock was worn out by the strain of the war, and there was no means of repairing it, and engines had become so scarce that the loss of one engine meant more to Germany than the loss of three guns. Further reductions have been made in the passenger train service, and between Hamburg and Sassenitz, for instance, there are no trains running at all. The German Government are doing their best to remedy matters by borrowing engines and trucks from Holland and Denmark, and the Austrian Government have attempted to supplement their supply by smuggling engines from Switzerland.

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HEROISM AND REWARD. DEPENDS ON WHETHER THE OFFICER IS LOOKING.

[BY F. W. THOMAS.]

It all depends on whether your officer happens to be looking or not," said Sam. "Heads of men do brave things out there and don't want their names in the papers, let alone medals. And just because the commanding officer didn't chance to be looking their way."

"Look at me, for instance! Why, if I had all the order and ribbons and things that's due to me, I'd look like a Bond Street jeweller's shop. I should be all bent down to one side with the weight of 'em, and even then I should have to have a bloke coming along behind with the rest on a truck."

"Why, some of the things I've done you'd hardly believe; in fact, I can hardly believe 'em myself sometimes. I remember once a rumour went round our lines that a German spy had got through disguised as an army mule, and had poured a barrel of prussic acid into the beer. Naturally, our chaps was a bit shy about drinking it, and the colonel came along and wanted to know what was up. He took a gallon can of the beer and sniffed at it and looked at it and sniffed again, and hummed and ha'd. And at last he called for a volunteer to sort of try it on the dog."

"Naturally, I steps forward, takes the can, salutes and shakes hands with all my pals."

"If I die, I says, 'give my love to auntie, and tell her I died doing my duty like a British soldier.' And I took a large sized swig at the can. What a death, eh! Well, it tasted good, and I has another swig, and empties the can."

"Seems all right to me, sir," I says, "but p'raps I'd better have another canful to make sure." So I has another one. That was quite good, too, but you never know."

"Prussic acid," I told the colonel, "is a heavy poison and sinks to the bottom. P'raps I'd better have some more." So I fills the can pro or three times more, and the rest of the company, gadders round licking their lips and waiting for the horrible contrivances to set in."

"D'you know, there must have been something in that beer, because I hadn't drunk more'n about eleven gallons before I come over so drowsy-like, and seemed sort of all muddled inside."

"Go 'by, ole pals!" I says, sort of weak and wandering. "S'long, colonel, ole cock!" "Remember me to all at 'ome, and don't forget to shut the front door as you go out. And with them words I collapsed into a sort of stupor."

"Obviously, the beer had been poisoned, and I reckon I saved the lives of about eighty men by my brave act. But were they grateful? Did they cheer? Did they throw wreaths and medals at me? No, sir! They did not! Wanted to fight me next day because their bear ration was fourteen gallons short. There's gratitude for you! And I took such a lot of pains setting that rumour about the prussic acid."

"There was another case of remarkable bravery that came to my notice. One of our gunners had been having a snooze when the order came to open fire. Some how or other he didn't notice that his gun was pointing the wrong way, having been blown round in the night by the wind. But, just as he pulled the trigger he realized that if something isn't done lively the shell will drop just about in the front drawing room of our General Headquarters instead of in the dugouts of our friends the enemy."

"As quick as lightning he spins round to the mouth of the gun, waits for the Johnson, catches it, hurls it up to 14, is carried eleven miles upward, and finally drags the shell down, spits on the sparking plug and puts the fire out, and so saves the lives of enough brass hats to make a double-size Lord Mayor's Show. A very smart affair that was, and he ought by rights to have had the V.C. but, instead, all he got was the seat of his trousers scorched through travelling through the air so fast. And he had to buy a new pair out of his pocket money."

"There was one other brave deed I remember. That was a chap named Barney O'Hagan. Absolutely fearless! Didn't know what funk was. Go anywhere, do anything or anybody. One day, to crow it all he ate a double ration of army stew, well knowing that two mules had died near the caisson on the previous day. It is such men as this that have made England what she is today."

But these things are as nothing beside the little exploit for which I got my own D.C.M. I don't suppose there's another man in England could have done it."

"Don't be modest, Sam!" I said. "Let's know what it was."

"Well, I hardly like talking about it," said Sam. "But it's been in the *Gazette* already, so it don't matter."

"Come, come, Sam!" I protested. "Tell me what you did. Did you capture seventy-three Germans single-handed, blow up a mine, build a bridge under fire, save a heavy battery, or climb up one of your tall stories and bring down a Zepp? What was it that wrote your name in gold on the roll of glory?"

"None of those," said Sam. "We were playing poker and I drew an ace, queen of another suit and three little ones; and I bluffed on that lot and scooped a dollar pot. And I've had a weak heart ever since."

HONGKONG POLICE RESERVE.

PATROL.

Members of the Ambulance Platoon will carry their haversacks and water-bottles when on patrol.

STRENGTH.

P.O. 222 Kwok Shing Kin and 257 C. M. Franco are permitted to resign on leaving the Colony.

COMBAND.

The Acting D.S.P. (R.) will attend the D.S.P. (R.)'s office between 4 and 5 p.m. (Saturdays and Sundays excepted).

(Sd.) J. W. FRANKS, Actg. D.S.P. (R.).

27th June, 1917.

A BROKER'S RICSHA. JUDGMENT RESERVED.

The case was continued at the Hong Kong Magistracy yesterday in which one of Mr. Evan Ormiston's ricksha coolies is charged with causing an obstruction and also with refusing to obey police directions.

The Hon. Mr. McI. Messer, C.S.P., prosecuted, and Mr. W. E. L. Shenton defended.

Mr. Shenton, at the outset, said the case he was going to lay before his worship was what he had indicated at the previous hearing, which was in fact that they complied with the orders of the police constable; that was to say, that they did go to the other side of the roadway when requested. His second point was that if his worship did not believe the evidence of the witnesses he was going to call, then, in the alternative, the orders were given in such a manner by the Indian constable that no reasonable person could be expected to comply with them. That was the line he was going to take.

The defendant, replying to Mr. Shenton, said that between 3 and 4 p.m. on the 18th his master had come out of the Mercantile Bank and he took him to the International Bank. He put down his ricksha on the right-hand side, nearer to the Mercantile Bank. The ricksha was standing in the gutter and was parallel with the road. Witness sat on one of the shafts of the ricksha. An Indian constable came up behind him and kicked him once in the back. Witness said to him "You should not kick me; you could order me to go away if you do not want me here." Again the constable tried to strike him, and also shook his hand at him. Witness dodged the blow and then pulled his ricksha to the other side of the road. As he was doing this the constable again cried out. He had been sitting on the shafts of the ricksha for about a minute when the constable came up. After the constable had gone away he saw his master coming out of the bank and he then took his ricksha to the entrance of the bank. Subsequently his master had a conversation with the Indian constable.

Cross-examined by the C.S.P., witness said he was sitting on the outside shaft of the ricksha, and was facing towards the bank. When the Indian came up he did not say anything, he just kicked him. The Indian did not mention anything about his master. He could see into the bank very easily, and saw his master coming out of the manager's office very quickly. The Indian constable stopped his master somewhere near the side channel of the International Bank; the constable had apparently been waiting for him.

His worship—Why did you go to the other side of the road at all?—Because the Indian constable was running after me to strike me.

He did not tell you to go there?—No, after he struck me he said I could go away.

You could not have got very far away by crossing the road; why didn't you bolt along the road?—I was waiting for my master to come out.

The C.S.P.—You said the Indian kicked you?—He did.

When the Indian went away why did not you go back?—I did not when my master came out of the bank.

You did not complain of being kicked when in the charge-room?—Nobody asked me.

Who did you complain to first?—I told the solicitor's clerk.

Were there any marks?—There was a bluish bruise on my back, but it has gone now.

Did the solicitor's clerk see the bruise?—He did not ask to see it.

Why didn't you tell the Inspector and the Clerk?—I am telling a straightforward story; no one asked me about it, and they would not allow me to speak in the charge-room. I was told to be quiet, as my master was coming up.

Another of Mr. Ormiston's ricksha coolies, who was with the defendant on the day of the occurrence, corroborated the defendant's evidence. He saw the Indian constable kick the defendant in the back just when he had sat down on the shafts. After he had kicked him the constable told him to go away, and defendant took the ricksha to the other side of the street. Besides kicking defendant, he did not see the constable trying to do anything else to the defendant.

By the C.S.P.—The constable, after kicking the defendant, also endeavoured to strike the defendant; he waved his hands about in a threatening manner. The defendant used both his hands to take the ricksha across the road, and thus

he could not have put up his hand to guard off a blow. He could not remember the date of the affair.

Mr. Shenton—It is so unusual for a ricksha coolie to be kicked by a policeman that it is probably engraven on his heart for ever. (Laughter.)

The third ricksha coolie also gave corroborative evidence.

Cross-examined by the C.S.P. this witness said he knew that rickshas had to go to the other side of the road, opposite to the bank, but on this occasion there was no room. When another ricksha moved away they took its place.

Mr. Ormiston then gave evidence. He said he was an exchange broker. On the 18th inst. he came out of the International Bank between 3 and 4 p.m. He had not been in the bank for more than five minutes. He could not say where the ricksha was when he came out; whether it was crossing the road or drawn up at the side of the road. He got into the ricksha and had proceeded about half the length of the bank when an Indian constable called on him to stop. He did so. The constable then fumbled in the pocket of his tunic, pulled out a note-book and pencil, handed it to him and asked for his name. Witness wrote his name, added the letters J. P. instead of his address, and rode away. He said nothing to the Indian, and the Indian said nothing to him beyond asking for his name and address. Nothing more happened until 3 p.m. the next day when his coolie was arrested. Witness added that it was an inconvenience to him to have his coolie arrested.

By the C.S.P.—The ricksha may have been on the far side of the road or it may have been near the bank when I came out, I did not notice it.

Do you mean to say that the constable came up to you and did nothing beyond say "stop"?—Absolutely nothing.

You must have been rather indignant being held up in that way?—I was very indignant.

You may have been so indignant that you did not remember what the Indian said?—Oh, no, I remember all that happened.

Do you not know that it is usual for the police to make the rickshas go to the other side of this roadway?—If the police tell the coolies to go to the other side they go to the other side.

Have you told your coolies to do this?—I have. I have instructed the coolies to obey all the commands of the police.

Do you know the regulations? Yes, I do, and I have always understood that private rickshas were allowed to stand outside places.

A messenger coolie in the employ of Reiss & Co. was also called. He said that he saw the incident. The Indian constable kicked the defendant in the back, after which the defendant took his ricksha to the other side of the road, being followed by the constable who was "waving his arms about."

This concluded the evidence, and Mr. Shenton addressed the Court. He said that his Worship would appreciate, in the first instance in that case, that they were not defending the case with a view to not upholding the police in every possible way. He felt sure the Magistracy would appreciate the reason why Mr. Ormiston was taking a personal interest in the case. It was because he felt it incumbent upon him to appear and to uphold the police in maintaining order in the Colony as far as it was possible to do so. He thought, also, that his Worship would appreciate, in fact he had already commented on it, the fact, that all the incidents of the occurrence took place in a very short space of time, and that men such as ricksha coolies were not of very high intellect; yet notwithstanding this it was remarkable that they had all agreed in absolutely every detail.

An extraordinary feature of the case was the extraordinary manner in which all the coolies corroborated each other with regard to details. There might be a little question as to dates in English and Chinese, and whether the man was sitting on the shafts or on the splashboard, but they were absolutely at one with regard to the constable kicking the defendant and attempting to hit him. They were also at one in relation to the fact that the defendant went to the other side of the road, in other words, that he obeyed the orders which he had received from the Indian constable. He may have received those orders by word of mouth or by indications, but in whatever way he received them, the coolies were absolutely at one that the defendant went to the other side of the road. And if his Worship believed that story these

(Continued at foot of next column.)

HONGKONG MAGISTRACY. THEFT.

Sentence of two months' hard labour was imposed upon a Chinese who was charged with the theft of a barrel from a shop in Lee Yuen Street.

GIVEN A CHANCE.

Charged with endeavouring to export a quantity of brass nails without a permit, a Chinese said that he had paid \$33 for the nails. He was remanded, with a view to his obtaining a permit.

OPIUM.

A fine of \$1,000, or, in default, four months' hard labour, was the sentence imposed upon a Chinese who was found in possession of 10 tael of prepared opium. The drug was tied round his waist.

BRASS AND IRON.

A marine hawker was arrested at Wanchai on Tuesday with a large quantity of brass and iron in his possession which had previously been stolen from an engineering yard. The man was unable to give a satisfactory explanation, and Mr. Wood fined him \$25.

PLUCKY GIRL.

When a twelve-year-old girl who was in charge of a stall in Yaumati saw a man take 19 cents from her cash-box and run away, she immediately gave chase. As luck would have it a lukong happened to be in the street having his shoes repaired and the thief ran into his arms. He was sentenced to one month's hard labour.

TYPHOON WARNING.

The following telegram has been received by the American Consulate-General, Hongkong, from the Manila Observatory:—

12.30 p.m., June 27th.

Warning. Low-pressure area over N. China Sea. A typhoon may develop later.

was an end of the case. There was another point he would submit to his Worship. It was that if his Worship did not think that the defendant went to the other side of the road, then were the orders given in a reasonable and proper manner, and in such a way as defendant could possibly be expected to comply with them. He submitted that if the defendant was kicked and menaced by the Indian constable, that the latter was not carrying out his orders in a reasonable and proper way, and that the defendant was perfectly justified in refusing to obey them. He felt certain that his Worship would agree with him on that fact. The prosecution relied on the evidence of the Indian constable, and there arose the question as to whether he was telling the truth. Was the constable telling the truth when he said he went up to Mr. Ormiston and said, "Tell your coolie to put his ricksha on the left side," and that Mr. Ormiston asked him for his note-book to write down his name. If his Worship believed that story on those facts then he would decide in favour of the prosecution. He submitted that it was abundantly clear that that evidence by the Indian constable was a pack of lies, and that such a conversation never took place. It was diametrically opposed to Mr. Ormiston's evidence, which he would ask his Worship to believe. A curious fact in the case, also, was that though the occurrence took place between 3 and 4 on the afternoon of the 18th it was not reported to Inspector Garrod until 9.39 the next morning. If it was important surely it should have been dealt with earlier than that. Probably the Indian constable turned things over in his mind and thought he had better report the matter to Inspector Garrod.

The C.S.P. said that the real question was whether the coolie did, or did not, obey the orders of the police constable. There was not much doubt that Mr. Ormiston became very excited, and he might not have remembered exactly what happened and what was said. If an Indian constable went up to an European, and an European of high position in the Colony, and said "stop" it was surely reasonable to suppose that the European would ask why he had been stopped, and that the Indian would also ask for the name. Mr. Ormiston said that nothing was said, but they could hardly consider that to be correct.

His Worship then intimated that he would like time to consider the case. He would therefore reserve his judgment until Saturday morning at 10.30.

DOM MANUEL.

HOW HE SEARCHED FOR WORK.

Dom Manuel Sequeira was again before the Court yesterday, charged with absenting himself from the House of Detention for a longer period than he was given leave.

The defendant burst into tears when placed in the dock and told how he had been given four hours' leave and had gone to Blake Pier for a little fresh air. Whilst he was there he was approached by two Japanese, who asked him if he would like to do some "dirty" work. He asked what it was, and he was told that it was discharging coal from a steamer at Wanchai. He consented and went and did the work. During the fifth hour he went to the Post Office and wrote a registered letter to Mr. Franks, the Head of the House, saying that he had got work and would not be back. When his work was finished he was not paid his wages, but was told that he would be paid when the ship came back.

Inspector Brazil stated that the letter mentioned had been received. The defendant was found sitting by the side of the road with a large crowd round him drinking Chinese wine.

He stated that he had not attracted the crowd but that the crowd attracted him. He was sitting there drinking because he "could not afford the Hongkong Hotel or the King Edward."

His Worship stated that he did not believe him, for he did not go back to the House of Detention even when his work was finished. Sentence of three months' imprisonment was passed.

HOKLOS AND PUNTIS.

CHAIR COOLIES AT VARIANCE.

At the Hongkong Magistracy yesterday, before Mr. J. R. Wood, three chair-men were charged with fighting in Chater Road. The men pleaded guilty.

Inspector Brazil stated that it was the usual row between the Hoklos and Puntis. The dispute was over the stand opposite Watson's. The Hoklos claimed the foremost position, but the Puntis also claimed it.

His Worship—Is there any dispute over the stand by the Hongkong Hotel?—Not now, sir. There is a man stationed there. Who is entitled to this stand?—The Hoklos had it first, I believe, but during the last six months the Puntis have encroached and the Hoklos resent it.

His Worship—Inspector Garrod ought to decide who is to go there.

Inspector Brazil said it was almost impossible to regulate who went there unless a man were specially stationed at each stand.

His Worship—But I ought to know which lot of coolies are entitled to the stand, so that I can punish the other side.

Inspector Brazil—I think they are equally entitled to it.

His Worship—In law they are, but the police regulate these things. I should like to know who is entitled to the stand.

The case was adjourned.

HUMOUR IN A HOSPITAL.

At a certain hospital, which shall be nameless, there is a doctor so dark in complexion as to be generally considered a half-caste, but it is impossible to offend him worse than by an allusion to the fact (says the *Glasgow Herald*).

This gentleman, though very clever, is somewhat unsympathetic. Recently a number of wounded soldiers were received into the above-mentioned institution, and amongst them was a Birmingham man who had borne a great amount of suffering very patiently, but became rather irritable as he began to recover. One day the doctor surprised this particular patient by inquiring if he had been breast-fed or bottle-fed as a child.

The man replied that he thought he had been breast-fed.

"H'm! I thought so," remarked the doctor, sarcastically. "I have frequently noticed that people who were breast-fed as children make ten times more fuss in illness than those who were brought up on the bottle."

"Which were you brought up on?" inquired the soldier, after a short pause.

"Bottle," replied the doctor, shortly.

"Ah! I thought so," retorted the Tommy, contemptuously regarding the dusky skin of the other. "and it must have been a bally ink bottle, too!"

IMMENSE HEIGHT AT WHICH

AIRMEN FIGHT

The great heights at which airmen fight to-day were mentioned by Mr. Louis Costello in a lecture to the Aeronautical Society. "When this war began there was relatively little fighting in the air," he said, "and the average flyer was done at anything from 4,000 to 6,000 feet. To-day our airmen rarely go over the lines at less than 16,000 feet, and fighting has taken place certainly at altitudes of 21,000 and 22,000 feet."

INTIMATIONS

LANE, CRAWFORD & Co.

(ESTABLISHED 1850).

TELEPHONE 1741.

"WHITE FROST" SANITARY REFRIGERATORS CONSTRUCTED OF HEAVY SHEET METAL.

WILL KEEP FOOD
SWEET
WHOLE SOME
AND
HEALTHFUL.

WILL KEEP
PROVISION CHAMBER
COLD
PURE
AND
DRY.



ALL METALS
COATED WITH
WHITE ENAMEL.
Fitted with
REVOLVING
SHELVES,
MOUNTED ON
ROLLER BEARING
CASTORS.

THESE REFRIGERATORS
ARE CONSTRUCTED WITH NON-DESTRUCTIBLE MATERIAL.
IMPERVIOUS TO WHITE ANTS.

THERE IS NOT ONE PARTICLE OF WOOD USED IN
THEIR CONSTRUCTION, THEREFORE THERE IS NOTHING TO
WARP, SWELL, DECAY OR BECOME MOULDY.

13

ISHERWOOD CIGARETTES.

HAND-MADE IN CHINA.

No. 2, Large ...
\$4.50 per 100
or 2.30 " 50
No. 4, Medium...
\$3.60 per 100
or 1.85 " 50
No. 5, Small ...
\$3.20 per 100
or 1.65 " 50
Ask your
tobaccoist
for a tin
of each.



Known all over
the world as the
most popular
Egyptian
Cigarette
of to-day.
An absolutely
first quality
Cigarette.
Recommended
by all
connoisseurs.

Obtainable at:
HONGKONG CIGAR STORE
GENUINE EGYPTIAN TOBACCO STORE
GENUINE EGYPTIAN TOBACCO STORE
KELLY & WALSH, LTD.
LANE, CRAWFORD & Co.
A. S. WATSON & Co.
HONGKONG HOTEL KIOSK.

[467-1]

Wm. Powell Ltd

TELEPHONE 546

JUST ARRIVED!

A VARIED ASSORTMENT
OF
LADIES'
TENNIS AND GOLF
SHOES.

NOW ON SHOW.

[96]

NEW ADVERTISEMENTS

GENERAL HOLIDAY.

UNDER Ordinance No. 5 of 1912, MONDAY, 2nd July, has been proclaimed a GENERAL HOLIDAY, and the EXCHANGE BANKS will be CLOSED for business on that day.
Hongkong, 27th June, 1917. [779]

KOWLOON-CANTON RAILWAY (BRITISH SECTION).

THE PUBLIC IS HEREBY NOTIFIED that commencing on SATURDAY, 30th instant, and on each succeeding Saturday until further notice the Tiffin will not be supplied on the Train leaving Kowloon at 1.25 p.m.
By Order,
H. P. WINSLOW,
Manager.
Kowloon, 28th June, 1917. [780]

DISTRICT GRAND LODGE OF HONGKONG AND SOUTH CHINA, E.C.

NOTICE.

A SPECIAL MEETING of the DISTRICT GRAND LODGE OF HONGKONG AND SOUTH CHINA, held at the Masonic Hall, 2, Zetland Street, on SATURDAY, 23rd inst., in celebration of the Two Hundredth Anniversary of the first Assembly of the Grand Lodge of England, which was commemorated on that day throughout the Empire, a collection was made in aid of the

HONGKONG WAR CHARITIES FUND.

Freemasons not present at the Meeting who wish to subscribe may, until 7th July, send donations to W. J. TUCKER, Esq., who will be glad to receive contributions however small.
By Command of the D. D. G. M.
Hongkong, 27th June, 1917. [781]

NOTICE.

NOTICE IS HEREBY GIVEN that the Partnership formerly subsisting between the Undersigned and Mr. POON WAK KOOK carrying on business under the style or firm name of "UNION TRADING COMPANY" in the Colony of Hongkong and elsewhere has been dissolved as from the 31st December, 1916, so far as concerns the said Mr. POON WAK KOOK, who retired from the said firm on that date.
Dated Hongkong, 27th June, 1917.
(Sd.) S. M. CHUEN,
(Sd.) C. HONKEY. [777]

SHELL TRANSPORT AND TRADING COMPANY, LIMITED.

WE have been requested by the above Company to announce that New Shares will be issued to present Shareholders at par (21) in the proportion of 1 New Share to 4 Old Shares. The Dividend of 5/- per Share, Payable on 14th July, may be utilized to pay for the New Shares.
Shareholders should deposit their holdings with their Bankers by 29th June in order that the necessary application may be made by Telegram on 30th June.
Further particulars may be obtained from the HONGKONG & SHANGHAI BANKING CORPORATION or the CHARTERED BANK OF INDIA, AUSTRALIA & CHINA, on application.
For the HONGKONG & SHANGHAI BANKING CORPORATION,
N. J. STARR,
Chief Manager. [772]

HONGKONG ICE COMPANY, LTD. NOTICE.

OWING to the GREATLY INCREASED COST of Manufacture, it has been decided to raise the PRICE of ICE to 14 cents per lb. as from the 1st July next.
JARDINE, MATHESON & Co., Ltd.,
General Managers,
Hongkong, 22nd June, 1917. [780]

S.S. "CHIYO MARU."

TENDERS are invited for the purchase of TWO BOLERS SALVED from the wreck of this Steamer.
Particulars and terms of tenders can be obtained on application to the Undersigned.
GILMAN & Co., Ltd.,
Agents,
The London Salvage Association.
Hongkong, 23rd June, 1917. [770]

FOR SALE. DO NOT MISS A GOOD OPPORTUNITY.

BEAN and NET OIL MILL PLANT in perfect working order for sale at next to nominal price.
Please address enquiries to—
"K."
Care of "Daily Press" Office. [776]

FOR SALE.

ONE 104 B.H.P. HORNBY ACRYD OIL ENGINE complete with and coupled direct to one 8 K.W. Centrifugal Pump. Shaft Wound Dynamo of 50/70 volts with ammeter regulator.
Also ONE SWITCHBOARD for ACCUMULATORS, DYNAMO, &c., complete with instruments for 100 Amps.
For further particulars apply to—
LINTHARD & DAVIS,
Alexandra Buildings. [61]

FOR SALE.

BAGS OF USED ASIATIC POSTAGE STAMPS.
400 Stamps for \$0.50 3000 Stamps for \$2.00
500 " " 0.80 3000 " " 2.50
1000 " " 1.00 4000 " " 2.70
1500 " " 1.50 5000 " " 4.50
GRACA & CO.,
No. 4 WYNDHAM STREET,
Hongkong.

AUCTIONS

G. B. PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction, to be held on TUESDAY, the 3rd day of July, 1917, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency THE GOVERNOR, of One Lot of CROWN LAND above Brown Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

Locality	Boundary Measurements (Approximate)	Area in Acres	Area in Square Feet	Area in Square Meters	Area in Hectares
Lot 10, above Brown Road, in the Colony of Hongkong.	100 feet by 100 feet	2.28	100,000	10,000	1.0

PUBLIC AUCTION.

THE Undersigned has received instructions from the Liquidators of Messrs. JAMES & Co. in pursuance of an order of the Hongkong Government to sell by public auction at 11 o'clock (N.O.) on TUESDAY, the 31st day of July, 1917, at his Sales Rooms, Duddell Street, THE VALUABLE LEASEHOLD PROPERTY situate The Pea, Hongkong, and being RURAL BUILDING LOT No. 19.

In One Lot.

The Property Consists of—
The piece or parcel of ground and premises known as "Lyndholme" 104, The Peak, situate near Mount Gough, in the Colony of Hongkong, with an area of 194,033 square feet and registered in the Land Office as Rural Building Lot No. 19.

The Lot is held for the unexpired residue of a term of 75 years created therein by an indenture of Crown Lease dated the 23rd day of April, 1895.

The Annual Crown Rent is \$88.80.

For further particulars and conditions of sale apply to—
Messrs. WILKINSON & GRIST,
Solicitors for the Liquidators,
or to the Undersigned,
GEO. P. LAMBERT,
Auctioneer. [697]

G. B. NOTICE.

ANY EUROPEAN, Non-Asiatic or Indian desiring to leave the Colony should apply in person at the CENTRAL POLICE STATION between the hours of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m. daily.

Applicants will be required to produce Passports or Identification papers.
All persons with certain exceptions who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE 1915.

Forms of Registration giving the particulars required may be obtained at the G.P.O. and at all Police Stations.
The Penalty for non-compliance is a fine not exceeding \$50.

THE PENINSULAR AND ORIENTAL STRAM NAVIGATION CO.

STRAM FOR STRAITS, ORYON, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS AND LONDON.

CARGO BILLS OF LADING ISSUED FOR SAVANNA, AMERICAN, CONTINENTAL, and SOUTH AFRICA PORTS.

THE Homeward Mail Steamer, carrying His Majesty's Mails, will be despatched from this port as usual, taking Passengers and Cargo for the above Ports. Passengers' accommodation in the connecting vessel secured before departure from Hongkong.

Silk and Valuable and Fine and Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding via Bombay to Marseilles and London.
Passes will be received at the Office until 1 p.m. the day before sailing. The contents and value of all packages are required.
For further particulars, sailing dates, etc., apply to—
M. V. D. PARR,
Superintendent.

NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE and MOJI.
THE Steamship
"SANTHA"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be loaded at Consignees' risk and expense, into the hazardous sail/or extra bonded on Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by—
DAVID SASSOON & Co., Ltd.,
Agents,
Hongkong, 28th June, 1917. [24]

HOUSES TO LET

TO LET.

A T Macao, a NICE FURNISHED HOUSE in the best locality, for Summer, immediate possession.
Apply to—
OFFICE of PEAK HOTEL. [775]

TO LET.

ONE large FURNISHED ROOM and Verandah, with Board and Attendance, on the May Road Level.
Apply to—
Box No. 23,
Care of "Daily Press" Office. [763]

TO LET.

SHOP to let in Alexandra Buildings.
Apply to—
SECRETARY,
A. S. WATSON & Co., Ltd. [708]

TO LET.

NOS. 5 A & B, ROBINSON ROAD.
Apply to—
DAVID SASSOON & Co., Ltd. [623]

TO LET.

1 NEW HOUSE in Conduit Road. Ready for occupation. Also 1 GODOWN in Duddell Street.
For rent and other particulars apply to—
H. M. H. NEMAZEE,
1 Des Voeux Road. [402]

TO LET.

A FIVE-ROOMED HOUSE, with Tennis Court, in Mission Villa, Kowloon.

A FLAT in Nathan Road, Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE Co., Ltd.,
Alexandra Buildings. [638]

TO LET.

OFFICES at 2, Connaught Road Central. HOUSES in King's and York Buildings. HOUSES to let, Wongzohong Road. HOUSES in Clifton Gardens, Conduit Road. HOUSES in Broadwood and Morston Terraces.

HOUSES on Shamone, Canton.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY Co., Ltd. [12]

WANTED.

A NICE COOL ROOM (Furnished or Unfurnished) with Verandah and Bath-room. Attendance but no board required.
Reply to—
Care of "Daily Press" Office. [774]

WANTED.

A HOUSE or WHOLE FLOOR with about 10 Rooms in a central location. Please apply to—
Box No. 1,
Care of "Daily Press" Office. [767]

WANTED.

OFFICE at the Central Location.
Apply to—
FURUKAWA & Co.,
20, Des Voeux Road Central. [705]

WANTED.

FIRST-CLASS European Book-keeper seeks engagement. Write—
M.
Care of "Daily Press" Office. [764]

ON SALE.

A TUBE OF THE RATES OF EXCHANGE AT HONGKONG FOR DEMAND DRAFTS ON BOMBAY

On the Day preceding the Departure of the English Mails from the Year of the Closing of the Indian Mails to the Free Colours of Silver

FROM 1883 to 1899, ALSO RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (From 1900), and other Useful Information.

Printed by the "Daily Press" Office or Local Bookbinders.

On Sale at the "Daily Press" Office or Local Bookbinders.

INTIMATION

BY APPOINTMENT.

WATSON'S STONE GINGER-BEER

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The real charm of Stone Ginger-Beer is the flavour produced by partial fermentation; without this

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[12]

DEATH.

HUMPHREYS—Suddenly at sea, on Tuesday, 19th inst., on board the *Empress of Asia*, W. G. HUMPHREYS. By cable. [778]

HONGKONG OFFICE: 10A, DES VOUEX ROAD, C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, 28th JUNE, 1917.

"PEACEFUL PENETRATION."

Wars in the past were waged by the military organisation on each side. Germany has introduced the innovation of making war in every sphere of human activity and by every sort of means. Banking and commerce, culture and learning, society and social economics—all have been made to serve her ends. Every German was to play his part according to his powers; actual war with troops and guns was only to be the ultimate resource. At the beginning of the war the German system of "peaceful penetration" was an undoubted source of strength to Germany. It was the sublimation of the old-fashioned "spying" into a universal national endeavour, regarded as an honourable act of sacrifice for the Fatherland. Roughly speaking, whatever the line of life of the German abroad, his business was to send home whatever information he could get in that line; no matter how slight or seemingly unimportant, it might fit in somewhere. In every country in which the system operated it cut something out of that country, ate away part of its powers, diminished by so much its strength and its liberty. As none of the Allied countries was working a counter-system in Germany—and it is worthy of note that no accusations of spying worth mentioning have been brought by Germans against any of them—it meant that Germany started the war with her own strength intact and that of every other nation somewhat impaired. The great army of "spies" was grouped round certain fixed agents, who became domiciled, and, perhaps, naturalised in the country attacked. When you

PUTZKAMER was Minister of the Interior in Germany he laid down rules for these fixed agents that are worth summarising. Such an agent must do something to show that, ostensibly, he has gone abroad to make a livelihood. At the same time, to take service with another may impair his liberty of action, and, therefore, he ought to open a shop or business of some kind, according to the nature of the district. He must conduct it well so that it gets a good name; he must inspire confidence in his neighbours and make himself useful to them by giving subscriptions, helping to found societies and so on, so that everyone may speak well of him. If his business does not pay he need not mind, for the Government will reimburse him. These rules mean, of course, that it is impossible for any German abroad to be trusted, however long he may have been there and however innocent his apparent course of life. For though, of every hundred, some are probably not spies at all, some certainly are, and it is impossible to distinguish between them. Naturalisation affords no test, for under Danneberg's law the man still retains his German nationality. There is no question that had the Allies been (may) a single scientific despotism, waging war simply as one plays a game of chess, they would have begun by arresting every man or woman of German blood as a precaution. We will give here a few details of one aspect only of the system—the social economic. They are drawn from Italy because her neutrality during the first months of the war offered facilities for the study of the system, but the broad lines are true of every country attacked. A great number of spy businesses have been discovered in Italy; the types: supplied by a bathing establishment in the Val di Sella, which had failed three times in Italian hands, but flourished when a German took it over, though it had no visible clientele. Others were found at Sirmione di Garda, on the Lido at Venice, at Messina, Nervi, Ancona, Taranto, and other places, always with the same characteristic—a prosperous business with few clients; indeed, one German hotel-keeper at Syracuse admitted openly that his Government compensated him for losses. Hotels are a favourite base of the German system; and here again, though no one supposes that every German hotel-keeper in Italy was a political agent, it could not be said with certainty of any individual that he was not. For example, the manager of one of the best known hotels in Venice, the Bauer Grunwald, has been convicted and expelled. One sees, too, the wisdom of PUTZKAMER's rule about subscriptions. As an instance, a German, suspected for very good reasons, was expelled from Salo and retired to Lugano; from there, when the Avezzano earthquake took place, he sent a subscription to the society formed at Salo to help the sufferers. Thereupon the local Press espoused his cause, he was made a perpetual member of the Red Cross, and his berth will be warm for him when the war is over, unless the authorities interfere. The utility of the charitable subscription in cases of suspicion is not unknown in other countries. One of the chief characteristics of the German system is its use of women. This attained such proportions in Italy that a list was compiled of officers and officials with German wives, and many of them were transferred to places far from the war-zone. We need not refer to the well-known utility of courtesans high and low, but the case of the German governess is well proved. The German Press has been much vexed recently about what it calls "war on the German governess." If such war exists it is Germany's own fault. There was a German agency in Italy, the Marienheim, whose business it was to supply German governesses or companions to good families where information was to be had; the useful ones were never sent to houses where it was not worth while. Passing over the smaller fry who have been detected, we give two cases. A woman of the name of SPRINGER, who had for years been governess in the house of a Minister, the late Signor GUICCIARDINI, was arrested at Florence; among her correspondences the police found convincing proof of her political activities and she was expelled. Another German woman, companion to the Marchioness di VILLANOVA, was arrested at Naples; she had sent out of Italy papers containing important State information, and also minute details about the inhabitants of Italia Irredenta who had taken refuge in Italy.

No man and no method is too high or too low for the German system. The world is now quite familiar with the improper activities of German and Austrian ambassadors and their Staffs, from Washington to Athens and Christiania, so we will go to the other end of the scale and give an instance of what Mr. LEON GEORGE once called the "potato-bread spirit." When the Austrian aeroplanes attacked Venice, guiding lights were shown on one of the islands in the lagoon. An investigation revealed the fact that a German, an educated man, had lived on the island as a swineherd among the poor herdsmen there. In his cabin were found technical works on aeronautical problems and the perforating powers of projectiles, which he had been annotating. For ten years he had so lived, for the sake of guiding the enemy to Venice. Can any nation think of dispensing with any source whatever of national strength in the struggle against a people who can do such things as that? Yet some German writers have the audacity to demand as one of the terms of peace the re-establishment of Germany in the Allied countries, as before, and, still more remarkable, some of our own fellow-countrymen support this demand on ethical and material grounds, as we have recently seen in Hongkong.

Next Monday has been proclaimed a general holiday and the exchange banks will be closed for business on that day.

Major J. de L. Simonds, D.S.O., R.G.A., who was Aide-de-Camp in Hongkong some five years, was recently killed in action.

The Kowloon-Canton railway announces that, until further notice, tiffin will not be supplied on the train leaving Kowloon at 1.25 p.m. on Saturdays.

The Director of Public Works informs us that the North Point Bathing arrangements are now complete and are available for the use of the public.

A large number of N.C.O.s and men from Mount Davis and Belcher's participated in a bathing picnic to Deep Water Bay, yesterday. A grant from the Services Entertainment Fund enabled an excellent tea to be provided; Sergt. Major Allison, again very kindly undertaking all arrangements. The outing was thoroughly enjoyed by all.

The Royal Naval Quadrille Club held a mixed Whist Drive in the Naval Canteen Theatre on Tuesday night. There was a large attendance and the following won prizes:—Ladies—1st, Mrs. Ross; 2nd, Mrs. Denno; 3rd, Mrs. Soars. Men—1st, C. P. O. Powney, R.N.; 2nd, Mr. Samways; 3rd, Staff-Sergt. Wain. A.O.C. Chief Writer Smith presented the prizes to the successful players and also carried out the duties of M.C.

Survivors of the auxiliary cruiser *Laurentie*, lost off the Irish coast on January 26th, were recently entertained by the Mayor of an Irish town, who, in the name of the people, presented 12 officers with silver cigarette cases and morocco-bound pocket-books and 104 men with 10/- each, says the *Broad Arrow*. The *Laurentie* was a White Star liner in times of peace, and was in Hongkong a few months before being lost, having on board a capable concert party which made several public appearances during the ship's stay in the port.

DEATH OF MR. W. G. HUMPHREYS.

DIES SUDDENLY AT SEA.

It will come as a painful surprise to many Hongkong residents to learn that Mr. W. G. HUMPHREYS, founder of the firm of W. G. Humphreys & Co., died suddenly at sea on the 19th inst.

The deceased, who was in his 76th year, left for the North by the *Empress of Asia* on her last voyage, being accompanied by his wife, and also his daughter-in-law, and yesterday a cable was received stating that he died suddenly at sea on the 19th inst., presumably as the result of a heart attack.

The late Mr. Humphreys was in his usual robust health on the day he left Hongkong, and, two days before he sailed, he was playing golf, a pastime which he took up only a year or so back and in which he evinced an energetic interest. Thus the news of his death has come as a great shock to the members of his family in Hongkong.

It was 48 years ago when the deceased arrived in the Colony, coming out to join the firm of Sale & Co., at a clerk. He remained with this firm for a few years and then commenced business on his own account as a merchant. From this small beginning he built up the well-known merchant firm of W. G. Humphreys & Co. Never one to interest himself in local politics, the late Mr. Humphreys applied himself to his business with great energy, and it was only a few years ago that he ceased to take an active part in the conduct of the firm's affairs. He was a resident who was very well known and highly respected, and by his death the Colony will lose a familiar figure, and one who commanded the esteem and admiration of all with whom he was brought into contact. Soon after the outbreak of war, the late Mr. Humphreys, despite his age, enlisted in the Hongkong Volunteer Reserve for the special purpose of guarding German prisoners. He was extremely patriotic, and his example was an incentive to younger men. The deceased leaves a family of seven—four sons and three daughters—to whom, and also to the widow, we extend our deep sympathy in their sudden bereavement. The body will be brought to Hongkong for interment.

THE WAR.

MESOPOTAMIA BLUNDERS.

APPORTIONING THE BLAME.

BRITISH ACTIVITY IN THE WEST.

ENEMY WASTAGE.

GERMANY AND NORWAY.

THE POSITION OF NEUTRALS.

Franco-Belgian front

LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

BRITISH GAINS.

SUBSTANTIAL PROGRESS.

London, June 27th.

Field-Marshal Sir Douglas Haig reports:—We gained all our objectives in last night's operation north-westward of Fontaine-lez-Croisilles. Our losses were slight.

We drove off two strong counter-attacks and extended our gains south-westward of Lens. We captured positions astride the Souchez River on a two mile front and to a depth of 1,000 yards. We occupied the village of La Coulotte. We also brought down two and drove down three enemy aeroplanes. One of ours is missing.

HEAVY GERMAN LOSSES.

SOME INTERESTING FIGURES.

London, June 27th.

Reuter's correspondent at the French Headquarters says that it is known that between 80 and 100 enemy Divisions have been withdrawn from battle since the beginning of the Anglo-French April offensive. A safe calculation is that they suffered a quarter of a million casualties. One hundred and fifty-five German Divisions are now in France compared with 147 in April.

Le Gaulois estimates that 51 German Divisions oppose the British front of 140 kilometres, and 102 face the French on 570 kilometres. Thus the Germans are twice as strong against the British.

GERMANS DESTROYING LENS

London, June 26th.

Reuter's Correspondent at Headquarters, telegraphing to-night, reports:—Fighting continued throughout the day in the neighbourhood of Lens, where the Germans continue to yield ground under British and Canadian pressure. We carried the village of Lacoulotte and established our line well beyond in the direction of Lievin.

The Germans carried out much destructive and obstructive work there. They are fast reducing Lens to a vast mass of rubble. Nevertheless, there are no definite indications of the enemy's immediate intention to abandon the town, notwithstanding their uncomfortable and costly tenure. He is believed to have established new defensive positions in the ruined streets, and there are perfect nests of machine-guns everywhere.

Meanwhile, we are steadily extending our "crab claws" formation around the environs of this mining centre further south. Our operation this morning beyond the Hindenburg line, near Fontaine-lez-Croisilles, is reported to have been completely successful, and considerably improved our position over a front of about 1,000 yards. We took a good batch of prisoners and machine-guns. Thus, we are continuing the policy of ceaselessly worrying the Huns, striking him here and there so that he never knows where the next blow will fall.

EARLIER CABLES.

SUCCESSFUL NIGHT VENTURE

London, June 26th.

Field-Marshal Sir Douglas Haig reports:—We carried out a successful night operation to the north-west of Fontaine-lez-Croisilles, securing prisoners, and repulsed a raid to the west of La Basse.

ENEMY WASTAGE.

ENEMY'S NEW METHODS.

London, June 26th.

Reuter's Correspondent at Headquarters, amplifying his statement cabled yesterday, gives some important figures showing the enormous numbers which Germany has been forced to concentrate on the Western Front, also the terrible punishment they received at the hands of the British and French, as evidenced by the heavy wastage. He says that when the offensive opened, the Germans had 147 Divisions in France, of which forty-two were reserves, consisting entirely of fresh troops. This reserve by the end of April had dwindled to twelve, since when it has been built up anew, and now consists of forty, equally divided between the Crown Prince and Prince Rupprecht of Bavaria. But twenty-eight thereof are Divisions which have been engaged either on the British or French battle front. They have suffered heavily and have been re-formed.

It is characteristic of the enemy's new method of economising his best troops that he refuses to allow the few remaining fresh Divisions to be reduced. Exhausted Divisions which can no longer be kept in the battle-line change places with Divisions which have been holding some quiet sector, but the reserve of fresh troops is never meddled with, and seemingly remains at a total of twelve Divisions, eight being behind the front of the Crown Prince and four behind the front of Prince Rupprecht.

Hitherto, despite their losses, the Germans have been able to even increase the number of Divisions in France. They brought fourteen Divisions from the Russian Front, replacing them by eleven exhausted Divisions which had been badly handled on the French Front. Besides these, five entirely new Divisions, two of which were Landwehr, have appeared on this front. Of the whole 155 German Divisions now in France, 112 have been engaged either on the British or French front of attack, and twenty-three of these have reappeared after being once withdrawn on account of their losses.

Of the forty-three Divisions which have not yet participated in the battles of either Artois or Champagne, eighteen are Landwehr, and are considered by the Germans themselves as unfit for heavy fighting. The remaining twenty-five consist of twelve fresh Divisions in reserve and thirteen fresh Divisions holding quiet sectors. It is known that between ninety and one hundred enemy divisions have been withdrawn from the battle fronts since the beginning of the offensive.

The rate of wastage of the enemy Divisions under pressure of the great Anglo-French attacks is shown by the following figures. Divisions opposing the British at the opening of the April offensive were relieved after six days' fighting, while those opposing the French on the French on the heights of the Aisne were withdrawn after four days' hard fighting, ending April 16th. The Germans engaged in the battle of Messines were withdrawn after two days. The average stay of a German Division on active fronts is about fifteen days.

BRILLIANT FRENCH ATTACK

ALL OBJECTIVES REACHED.

Paris, June 27th.

A communiqué says:—After a short artillery preparation we last evening brilliantly attacked a strongly fortified crest north-west of Hurbise and reached all our objectives in a few moments.

We captured the German first line and our attacks smashed up enemy counter-attacks delivered on the two extremities. We captured the position under cover of a violent bombardment. The enemy, whom the swiftness of the attack surprised, sustained serious losses.

We captured over 300 prisoners, including ten officers.

ACTIVITY ON BELGIAN FRONT

London, June 26th.

Interest is increasingly being directed to the Allied front in Belgium. Both Belgian and German communiqués speak of most violent artillery firing there, while a French semi-official message says that Anglo-French-Belgian artillery seriously damaged German defences from the sea towards the Somme.

Naval Activities.

Latest Cables.

(THROUGH REUTER'S AGENCY.)

KING VISITS GRAND FLEET.

EXPANSION AND IMPROVEMENTS.

London, June 27th.

The King has just concluded his second war visit to the Grand Fleet, accompanied by Prince Albert, and commented on the great expansion and improvements during the past year to the Fleet.

The King embarked on a light cruiser, escorted by destroyers, at a certain port, reaching the fleet during a terrific thunder storm. He dined on the flagship and made a two hours' tour of every part of the flagship. He witnessed wirelessing and practice with large and small guns, and remarked on the new white canvas head-gear of the gun crews, giving them a monk-like appearance, which is a protection from the sun's backflash; also the gas-masks and the improved organisation and treatment of the wounded.

EARLIER CABLES.

THREE TO TEN.

EXCITING AERIAL CONTEST.

London, June 26th.

The Admiralty announces that three aeroplanes, while patrolling on Monday, engaged ten enemy machines in the vicinity of Boulers and fought them for sixteen minutes. They brought down one of the enemy machines in flames, and it is believed that two others were driven down in an uncontrollable condition. Clouds interrupted the view. Our machines returned safely.

UNREST IN SPAIN.

Madrid, June 26th.

It is officially stated that the suspension of the Constitutional guarantees is more necessary than at any time since 1873, owing to notorious persons provoking disorders and a section of the Press attacking the foundation of social order, attempting to destroy military discipline, and representing that Spain is ripe for a revolution. A censorship is being established.

The Near East.

EARLIER CABLES.

(THROUGH REUTER'S AGENCY.)

FIGHTING IN PALESTINE.

COMING OFFENSIVE.

London, June 26th.

The Daily Mail states that Baron Sonnino, speaking in the Italian Chamber, announced that Italian troops are to participate in a new and vigorous British offensive in Palestine.

Italian Front

EARLIER CABLES.

(THROUGH REUTER'S AGENCY.)

HEAVY FIGHTING.

London, June 26th.

An Italian official message says:—The enemy is desperately attempting to retake the positions recently lost at Orfagna, and is suffering very heavy losses. Attacks and counter-attacks are proceeding.

We advanced in the Corno, south of Vercia.

General.

LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

MESOPOTAMIA BLUNDERS.

APPORTIONING THE BLAME.

COMMISSIONER'S REPORT.

London, June 26th.

The report of the Mesopotamia Commission, constituting another historic war document, was issued to-night as a Blue Book of 188 pages. It deals comprehensively with the operations from the time of origin, through the various stages of the advance to Bagdad, the incidental happenings, and examines at length questions which have given rise to public criticism, the main report embodying findings, conclusions and recommendations, and is signed by all the Commissioners except Commander Wedgwood, M.P., who presented a dissentient report.

The Commissioners find that the expedition was a justifiable military enterprise, but the division of responsibility between the Indian Office and the Indian Government in connection therewith was unworkable. The scope of the expedition's objective was never sufficiently defined in advance. The report criticises the Commander-in-Chief, or their representatives for their failure periodically to visit Mesopotamia. The advance to Bagdad in October, 1915, was an offensive movement based on political and military miscalculations. It was attempted with tired and insufficient forces, and the inadequate preparation resulted in the Kut disaster. The weightiest share of the responsibility for the untoward advance lies with Sir John Nixon, whose confident optimism was the main cause of the decision.

Others responsible in order of sequence were Viceroy Hardinge, Commander-in-Chief Beauchamp-Duff, the Military Secretary to the India Office, General Sir E. Barror, Mr. Austin Chamberlain, and the War Committee of the Cabinet. The Commission point out that the last two are responsible as political heads who cannot secure complete immunity through adopting expert subordinates wrong advice. The general armament and equipment were quite insufficient to meet the needs, and the whole system of the commissariat was badly organised during the period of the Indian Government responsibility. Though there was no general breakdown at Simla, the authorities bestowed meagre attention, and illiberal treatment to the expedition's wants during 1914-15.

The supply of reinforcements was insufficient in connection with the advance to Bagdad and the Kut relief operations. The Indian military authorities insufficiently realised from the first the paramount importance of river and railway transport in Mesopotamia. Their responsibility was grave. Sir John Nixon was responsible for recommending the 1915 advances with insufficient transport and equipment. The transport shortage at the beginning of 1916 rendered the Kut relief operations fatal. Dealing with the medical provision the Commissioners declare that this was insufficient from the beginning and ultimately resulted in a lamentable breakdown after the battles of 1915-16, and the most lamentable and severe suffering.

The Commissioners find that Surgeon General Huthwaite showed unfitness for his office. Viceroy Hardinge was generally responsible by virtue of his position. The Commissioners proceed that more severe censure must be passed upon the Commander-in-Chief in India, who not only failed to closely superintend the adequacy of the medical provision, but until the Viceroy's superior authority forced him, declined to notice rumours which were true.

The Commission, in apportioning blame to the Indian Government for inefficiency in the management of the Mesopotamian campaign, recognising their anxieties in other quarters. The Commissioners declare that notwithstanding a period of reverses, the success of the campaign as a whole was remarkable. They assert that in many parts of the world in which the Allies have been engaged, no more substantial results and solid victories have been achieved than in Mesopotamia. In conclusion the report seriously censures the Indian Government for the lack of knowledge and foresight shown in the inadequacy of preparations and the lack of readiness to recognise the supply deficiencies.

ELECTORAL REFORM.

London, June 27th.

The House of Commons rejected, by 141 votes to 71, an amendment to the Electoral Reform Bill disfranchising conscientious objectors, after Sir George Cave declared that its adoption would wreck the measure.

GERMAN INTRIGUE.

CHRISTIANA, June 27th.

The newspapers state that Baron von Bantienfels possessed a German courier passport. His luggage was sealed with lead bearing the German Foreign Office stamp, and was addressed to the German Legation, whose couriers have been abusing the immunity from luggage inspection since February. The Legation has not attempted a disavowal of the courier or the contents of the luggage, but refused to send a representative when the police opened the trunks.

MADAME STEINHEIL

MARRIES BRITISH NOBLEMAN

London, June 27th.

Lord Abinger to-day marries Madame Desvergnes, who, as Madame Steinheil, was the central figure in a sensational trial in Paris in 1908.

FREEDOM OF GLASGOW TO PREMIER.

London, June 27th.

The freedom of Glasgow will be conferred on Mr. Lloyd George on Friday.

WAR PRISONERS.

THE ANGLO-GERMAN CONFERENCE.

London, June 27th.

Reuter learns that the Anglo-German war prisoners conference at The Hague has been decided upon with a view to avoiding the delays inseparable from correspondence through intermediaries, and the consequent hardships to prisoners whom it is desired to benefit.

The following questions will be discussed at the conference:—The repatriation of combatant civilian prisoners under existing agreements. The transfer of combatant prisoners to neutral countries in addition to Switzerland. The internment of civilian prisoners in neutral countries. The more expeditious and satisfactory delivery of prisoners' parcels. Punishment of prisoners. Repatriation on prisoners. Delays and failures in reporting the capture of prisoners.

EARLIER CABLES.

THE IRISH TROUBLE.

London, June 26th.

The Daily Mail correspondent at Dublin says it is believed that the turmoil over the release of the Sinn Féin has reached a climax and will now subside.

Mr. Devalera, a released prisoner, who is the Sinn Féin candidate for East Clare, has offered to enlist volunteers to keep peace during the contest. He will probably become the Sinn Féin leader.

GREEK SITUATION.

INTERESTING DEVELOPMENTS.

SALONIKA, June 26th.

Out of 250 Communists in Thessaly, 336 have adhered to M. Venizelos. French troops have occupied Bralo, to the south of Lamia, where the railway road intersects the high road to Itea, on the Gulf of Corinth.

Negotiations at Keratsina between delegates of the Athens and Venizelos Governments have virtually concluded, and the transfer of the Provisional Government to Athens is only a question of a day or so.

WHY M. ZAIMIS RESIGNED.

London, June 26th.

A telegram from Athens says that M. Zaimis resigned because he refused to convoke the Venizelist Chamber of 1915.

ALLIED TROOPS ENTER ATHENS.

ATHENS, June 26th.

Allied troops have entered Athens owing to an unimportant anti-Venizelist movement on the 23rd inst.

COTTON CRISIS.

IMPORTANT QUESTIONS TO BE DECIDED.

London, June 27th.

The Manchester correspondent of the Morning Post writes that the importance of the cotton conference fixed for the 27th inst. cannot be exaggerated. The Lancashire cotton trade has reached a crisis only comparable with the great cotton famine in the American Civil War. How best and equitably to distribute the small available supply of cotton in England at a reasonable price, and to keep the mills running so as to alleviate as far as possible the threatened widespread distress until new supplies can be shipped, are questions of primary importance demanding the undivided attention of employers and operatives. Four hundred thousand bales will not keep the machinery running until the new crop is available, for the average consumption of a mill is from 150 to 200 bales weekly.

NORWAY AND GERMANY.

POSSIBILITY OF A RUPTURE.

London, June 26th.

The French newspapers speak of the possibility of a German-Norwegian rupture. They mention a report that Admiral von Hintze, the new Minister to Norway, which has yet not been consented to, is only going to Christiania to deliver certain demands. Apparently these are connected with the opening of a German official mail, whereby a German plot against Norway was defeated.

CHANGE OF ROYAL TITLES.

London, June 26th.

The Times states that Prince Louis of Battenberg becomes the Marquis of Milford Haven, Prince George of Battenberg the Earl of Medina, and Prince Alexander of Teck the Earl of Athlone.

FAR EASTERN MAILS.

London, June 26th.

An official announcement states that letters for India, Mesopotamia, Ceylon, Straits Settlements, Malaya and beyond, despatched from London on May 31st, and parcel mails despatched on May 31st, have been lost at sea.

CONTROL OF FOOD.

GREATER RESTRICTIONS.

London, June 27th.

The Press Bureau announces that Lord Rhonda has decided on a stricter and more complete control of food-stuffs, enforcing the maximum price and limiting profits in every stage of production and distribution. A Costing Department would be established in connection with the Food Ministry to ascertain the cost of production and handling. The Ministry would then fix prices based on actual costs with the addition of the normal pre-war profit.

THE METRIC SYSTEM.

Paris, June 26th.

A general assembly of French Chambers of Commerce has expressed the hope that Britain, Japan and Russia will adopt the metric system in order to promote a closer economic rapprochement with France.

REPRISALS.

STATEMENT BY LORD DERBY.

London, June 27th.

In the House of Lords, Lord Derby, dealing with the question of reprisals, emphasised that our aircraft were daily bombing the enemy's rear, and declared, on the authority of the head of our aircraft in France, that he would be well within the mark if he said that for every bomb the Germans dropped behind our lines, we dropped a hundred behind the German lines. That bombing was done with a military object. He thought the whole country would associate itself with the suggestion that we should not try to imitate German brutality.

Lord Derby emphasised that reprisals must have a definite military objective, such as the blowing up of bridges and munition works, and the military authorities must be allowed to use aeroplanes in whatever way they thought fit to bring the war to a successful conclusion. He did not want to see the war waged with the aid of gloves. We must hit back, but the military authorities should be left to decide where and when we should hit back.

The Government had given the military authorities an absolutely free hand in the use of their aircraft in order best to secure for us military success. Everything possible was being done at present to secure the defence of the country against aircraft. There was the closest possible co-operation between the Army and Navy. Referring to the question of the warning of air-raids, Lord Derby stated that a conference of naval, military and civil authorities held that day unanimously agreed that the giving of a warning might do more harm than good.

He added:—The idea of an eye for an eye and a tooth for a tooth in the massacring of women and children was absolutely repulsive to the British nation.

POSITION OF NEUTRALS.

DAILY BECOMING MORE DIFFICULT.

London, June 27th.

The position of neutrals, which is becoming daily more difficult, is momentarily the chief topic.

The introduction of martial law in Spain was the first indication in London that the situation was so serious, a fact which shows the rigorism of the Spanish censorship, which is now extended to Spanish newspapers. There is a disposition to regard as incomplete the official Spanish reasons for the suspension of the Constitution. While many other local factors doubtless contribute to the crisis, undoubtedly the three outstanding ones are, first, the semi-rebellion among army officers against alleged Court favouritism, matters of promotion, etc.; second, the political movement of the Left Parties, which is said to favour a Republic; and, third, the extreme Socialist movement, especially at Barcelona and Bilbao, which have long been hot-beds of anarchy.

It is impossible, however, to say which of these movements is the most formidable. Also, how far the army is infected with Socialist and Republican principles now, and the extent of pro-Germanism among the officers; but the belief continues that the trouble is wholly internal. Meanwhile, Switzerland is still convulsed by the Hoffman affair and the reorganising of the control of the Foreign Affairs Department.

Regarding Norway, she is the object of German pressure, similarly with the rest of Scandinavia. Germany is, apparently, suffering through the continued observance by neutrals of agreements with the Allies in the matter of exports to Germany. Hence the renewed pressure by Germany with a view to inspiring neutrals with a sense of fear. Submarines having failed to intimidate, she is now resorting to terrorism by means of bombs, probably having plenty of the latter to spare since America joined the Allies. However, the revelation that the Kaiser's couriers carry these in their valises shows to what length the campaign is being carried.

The United States scotched a similar conspiracy when they dismissed Lieut. Von Papen and Boyed and ultimately, Dr. Dumba. It is interesting in this connection, that the explosives discovered at Christiania show a great variety, including round and rectangular bombs, fire-bombs, ordinary infernal machines, and bombs looking like pieces of coal for steamers, and calculated to explode in rain-pans with electric batteries attached to some acid and a piece of some explosive substance. These pens are evidently intended to set things on fire. Other finds comprised rolls of twist tobacco, bundles of cigarettes, all containing pulverised carburettum which ruins all machinery. This discovery, and the report that Germany intends to demand something like an apology for opening the German official mail whereby the discovery was made, has created strong resentment in Norway. Meanwhile, French newspapers again calling attention to the immense German propaganda in neutral countries. Germany is spending over two million francs monthly in Spain alone, and altogether sixteen millions sterling yearly.

DURATION OF THE WAR.

THE VIEW OF LLOYDS.

London, June 26th.

Lloyd's are underwriters for one hundred guineas if the war is in progress at the end of 1917, demanding eighty guineas and proportionately downward to thirty guineas for the end of 1918.

VOTES FOR FIGHTERS.

London, June 26th.

The House of Commons has discussed at length a proposal to give the vote to soldiers and sailors of 19 years who have fought.

The matter dropped after Sir George Cave promised that it should be considered at the first election after the war.

CUTLER PALMER & CO'S

NAPIER
JOHNSTONE'S

Known as the

"OLD
SQUARE"

WHISKY.

ESTABLISHED

1745.

SOLE AGENTS IN HONGKONG
AND SOUTH CHINA.

LANE, CRAWFORD & CO.,

and from ALL WINE MERCHANTS.

DON'T LOSE
YOUR HAIRTouch spots of
dandruff and
itching with
Cuticura
Ointment and
follow with hot
shampoos of
Cuticura
Soap
Absolutely
nothing better.
Try them before you buy them.Sample Each Free by Post
With 25c. Stamp. (Stamp to be enclosed
in letter to be sent to: For sample address
you send: L. Newbery & Sons, 27, Chancery
Lane, London, E.C. 4. Sold every where.)HAVE YOU A
BAD LEG

with wounds that discharge or otherwise
surrounded with inflammation and
swollen, that when you press your finger on
the inflamed part it leaves the impression?
If so, under the skin you have poison, which
defies all the remedies you have tried. Per-
haps your knees are swollen, the joints being
ulcerated, the same with the ankles, round
which the skin may be discoloured, or there
may be wounds; the disease, if allowed to con-
tinue, will deprive you of the power to walk.
You may have attended various hospitals, and
been told your case is hopeless, or advised to
submit to amputation, but do not; try the
Grasshopper Treatment, which is a new and
certain remedy in cases of Bad Legs, Ulcerated
Joints, Hemorrhoids, Knees, Polypoid Hands,
Abscesses, Glandular Swellings, Carbuncles,
Burns, Scalds, Insect and Dog Bites and all
Skin Diseases. Send at once to the Drug
Stores for a box of.

GRASSHOPPER
OINTMENT AND PILLS.

Prepared by ALBERT, Albert House, Far-
rington Street, London, England. Price in
England 1/1 and 2/6 per box.
Agents: A. S. WATSON & CO., LTD.,
Hongkong.

DON'T WAIT

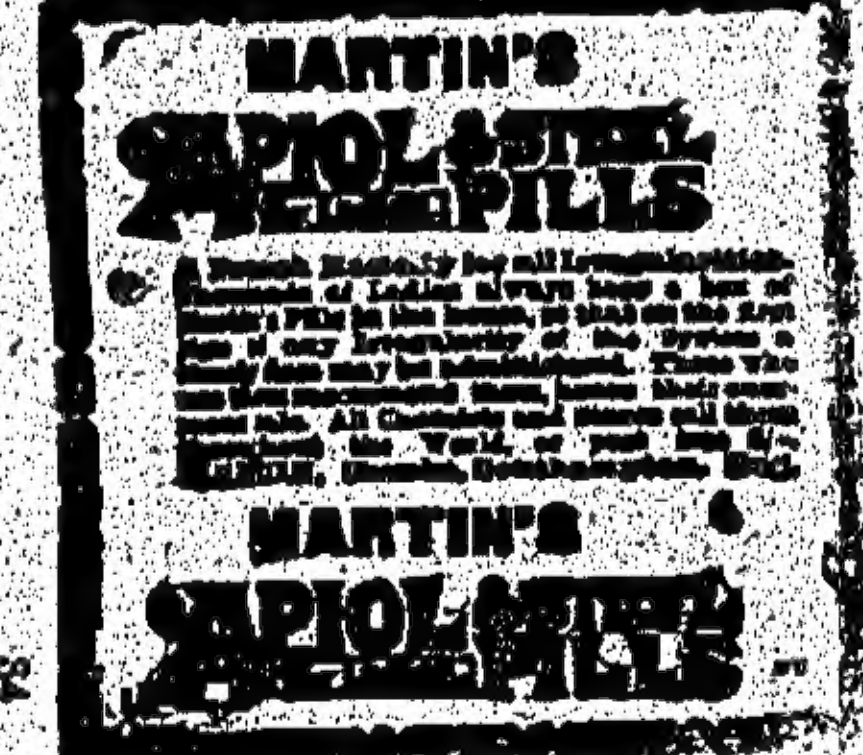
until you are worse before
starting a campaign against
disease. No matter how slight
may be your indisposition your
duty to yourself demands that
immediate steps be taken to
disperse it. Of course, you
expect to get better and not
worse, but where health is in
question you are never justified
in leaving anything to chance,
and, as is well known, indis-
position, if neglected, frequently
develops serious disorders if
neglected. Your safest course
is to

TAKE
BEECHAM'S
PILLS

which are the World's finest
household remedy for the cor-
rection of derangements of the
stomach, liver, or kidneys.
Slight headaches, loss of ap-
petite, a nasty taste in the mouth
and other little symptoms of
that sort are indications of
digestive disorder, and may be
regarded as Nature's warning
of worse troubles to follow if
the cause of the present ail-
ment be not speedily removed.
Don't wait until to-morrow but
take Beecham's Pills

Sole in boxes, 2/6, 5/6 & 2/6.

NOW.



FORTHCOMING EVENTS.

TO-DAY.

10 a.m.—Auction of Old and Surplus Naval
and Victualling Stores at Naval Yard and
at Kowloon Depot, by Messrs. Hughes &
Hough.

Tuesday, 3rd July.
3 p.m.—Auction of Crown Land at Public
Works Dept.

Tuesday, 3rd July.
10 a.m.—Auction of Valuable Leasehold Pro-
perty from the Liquidators of Messrs.
John & Co., at Sales Rooms, by Mr.
Geo. P. Lamont.

Monday, 13th Aug.—
3 p.m.—Auction of Valuable Leasehold Pro-
perty at Sales Rooms, by Messrs. Hughes
& Hough.

Monday, 27th Aug.—
10 a.m.—Auction of Valuable Leasehold Pro-
perty from the Liquidators of Messrs.
White & Co., at Sales Rooms, by Mr.
Geo. P. Lamont.

NAVAL HELP FROM AMERICA
SIR E. CARSON AND SEA
CHIVALRY

Sir Edward Carson was the chief
speaker at a luncheon given at Prince's
Restaurant on May 17th by the Navy
League to the chairman and committee of
the Navy League of the United States.
The gathering was representative of the
British Parliament and Navy, and
several American naval officers were
among the guests.

The Duke of Buccleuch, who presided,
gave the toast of "The King and
The President of the United States."
In proposing the latter, he said President
Wilson had shown the greatest forbearance,
but unfortunately bullies were sometimes
unable to realize the forbearance of a great
and good man. The United States was in
alliance with us because it was necessary
we should fight for the future of humanity
and civilization.

Mr. Edwin Laughlin (Councillor to the
United States Embassy), in responding,
expressed regret that the Ambassador was
unable to be present. He was sure
both the President and the Amba-
sador felt that the binding force of any
alliance sprang not from a matter of
treaties, but from a reciprocal confidence
in mutual aims. (Cheers.)

ADMIRAL SIMS AT THE ADMIRALTY.
Sir Edward Carson gave the toast of
"The United States Navy." He said:—
The toast that I have to propose is that
of the American Navy. I give it to you
from the bottom of my heart. The date
of this particular function is very oppor-
tune. It almost coincides with the arrival
in our seas of the first instalment of the
assistance which the American Navy is to
give us in the terrible task that is be-
fore us. It enables us who are members
of our Navy League, and it enables me
as for the moment, presiding over the
great service of the Admiralty in this
country, to express and demonstrate for
appreciation of the speedy action of the
American Navy and to offer a hearty
welcome to the officers and men who have
reached our shores. (Cheers.) To them,
like to our own men, their profession is
the call of the sea. To them as to us
there is a chivalry of the sea, and it is
on the lines of the chivalry of the sea
that we together with them in the future
shoulder to shoulder are going to wage
this war. I am sorry that Admiral Sims
has been unable to be present on this
occasion. He is about the ablest and
most welcome Admiral that the United
States could have sent us. From the day
of his arrival in this country, after a
somewhat unpleasant experience on the
sea, he has been working daily at the
Admiralty, and in close touch and co-
operation with our splendid First Sea
Lord, Admiral Jellicoe. (Cheers.) They
are working together, as I know, in the
most absolute harmony, a harmony which
will never be broken, at least until the
enemy is crushed, and a harmony which
cannot be broken then, because it will
have been cemented by many events which
will have led to the liberation of
humanity.

I have been told, and I have received
the news with great pleasure, of the
great efficiency of the fleet which has
been sent over. I am told that the con-
struction of the ships is magnificent, that
their armament is perfect, and that their
officers and men are also magnificent. In
my opinion, no more important event in
the history of the New World has ever
happened than the arrival of that fleet
of destroyers in our waters, to fight side
by side with our Navy. The old Union
Jack is to be commingled with the Stars
and Stripes. It is not merely that we
are fighting side by side, though that is,
of course, a matter which may have far-
reaching effects in the history and re-
lations of the two great English-speaking
peoples. It is a recognition of the fact
that the Old World and the New
World, whatever may be the ocean dis-
tances that separate us, have one great
common ideal—the love of liberty and
progress and the determination to beat
back the aggressor who dares to raise
a hand against the fabric of the civiliza-
tion which we together have built up.
We are from this day forward out-
rigger to preserve the real freedom of the
sea, and we mean to do it. (Cheers.)
Not for selfish reasons, not for
acquisition, not at all for supremacy or
domination, but for the purpose of
maintaining the very elementary prin-
ciples of civilization and humanity.

THE METHODS OF SAVAGES.
To my mind, as a student of interna-
tional law for many years, and who
believe the same thoughts will occur to
every student of international law, and
rights of nations—nothing could be more
horrible in the development of this war
than the doctrines of piracy and plunder
which have been preached and practised
by our enemies. The sinking of ships at
sight, the disregard of all neutral rights,
the barbarous war on hospital ships and
the sick and wounded, are the methods
of savages, and the negation of the first
principles of civilization. One sometimes
wonders when one reads of these things
whether there has been any real progress
made in the past centuries. If the
advance in the progress of civilization
means only the application of science for
the furtherance of barbarism, then I am
doubtful whether we have really pro-
gressed in civilization at all. The most
despairing element is that no one can
clearly see how such matters are to be
prevented in the future. We talk of the
Hague Convention. The resolutions of
that Convention have been nothing but
traps to lull the unwary. (Cheers.) And
so in the future when we talk, as we
rightly talk, of the League of Nations,
we must take care that it is founded on
something more solid than the assurance
of nations which may not in the long run
be able to be trusted. In the midst of
all that has gone on the action of our
enemies has had one great, and I believe
what will prove now a lasting, effect
for the peace of the world; that is, that
it has given to us our American Allies

How far reaching the step which the
American nation through their Presi-
dent and Congress, has taken may be to
it will be impossible to foresee, but what
is being done now I believe will be a
link that will weld together for all
future time in love and amity the United
States and the great British Empire.
(Cheers.)

This is not the occasion to review either
the work of the British Navy or the task
which has been set before us. It would
take me a long time to answer the
criticisms which are sometimes passed
upon the work of the Admiralty and the
British Navy. Somehow or another I
am so constituted that I cannot get "cold
feet." (Laughter.) I cannot divide my
criticisms into various categories. There
are my political criticisms. I despise them
in the middle of war. (Cheers.) Then
there are the criticisms which have been dis-
appointed in the past. Whenever you
read criticisms of my colleagues, Sir
John Jellicoe, try to find out what is the
origin of them. But after all it does
not really matter. There will always be
grumblings and growlings. Let them
grumble and growl, and let us get on
with our work. The work of the Ad-
miralty, the work of the great British
Navy, is done silently and courageously.
It is done in the day. It is done in the
night. It is done every hour, and every
minute, and I can tell you this, with all
confidence, that I believe in the whole
history of the British Navy there never
was a time at which our men displayed
greater heroism and courage than they
do at the present moment.

I hope nobody imagines that I am going
to deal with the submarine menace. I
have only one word to say upon the sub-
ject, and that is, that I should advise you
not to pay the slightest attention to
those who imagine that the only people
in the world who know anything about
it are the Admiralty. I don't under-
estimate the menace. We would be fools
if we did so. It is a great, a novel, and
a terrible menace. It is a menace that
has been involved by any Navy—our own
Navy, the German Navy, the Austrian
Navy, the Italian Navy, or the American
Navy—but don't imagine that you will
solve it by abuse or by funk. No; the
real way to look upon it is that it is a
real danger, and it is the work of men
to face and to solve real dangers. In the
coming months the courage and the grit
of our people may be sorely tried. It
may be, in the long run, a question as
to which side is going to stick it out.
Well, I will tell you who is going to
stick it out. We are. But you will not
encourage the spirit of sticking it out
if, by ill-informed criticism and trying
to create discontent and want of con-
fidence in your officers, who have proved
themselves in the past efficient great
and honourable men, you level against them
criticisms over matters entirely un-
deserved. Our duty is not to get either
swollen heads or "cold feet." To go on
unflinchingly from day to day, and hour
to hour grappling with our difficulties
until they are overcome—that is the task
which is before us. We at all events,
do not shrink it. In that task, with all
its doubts and dangers, and difficulties,
we welcome the help of the great Re-
public from the West. We believe that
fighting together we are, and will be, in-
vincible, and, in the long run, together
with them and our other Allies, I feel
no shadow of doubt in my own mind that
we will attain that victory which will
not be a victory for ourselves alone, but
a victory for the whole civilized world.
(Cheers.)

STRENGTH OF THE AMERICAN NAVY.

Captain McDougall, in responding,
said they would learn from the news-
papers that morning for the first time
that the American Navy had arrived.
As to the American Navy, he might say
that it was comparatively young, and
some people called it a new navy. Its
strength was about a million tons, but it
was not yet complete. Its personnel
could be extended, though rather less
rapidly than in Great Britain, for the
reason that they did not so many people
who had lived on the sea as they, in this
country, had. A word as to the origin of
the personnel. After leaving school, if
a lad preferred himself for enlistment in
the American Navy, he first produced his
birth certificate, then he showed what his
moral character was, and if he was
successful in being passed by the doctor,
and consented to be vaccinated and "ty-
phoided," and to have his hair cut short,
and all that sort of thing, then he might
come into the service. A man might be
born with the name of Schmidt, or
O'Smith, or McSmith, or even plain
Smith, but they had to take him as they
found him. It did not take long for the
training and the custom of the service
to do the rest. The principles and the
positions of both services were the same.
The chief principle was devotion to duty
and to make it of some use to the country.
He was glad to say that now the two
countries had but one course. (Cheers.)

Colonel Ashley, M.P., proposed the
toast of "The American Navy League,"
and said we were all proud that the
American Navy had come to our help.
We were also proud that the great Amer-
ican nation had not confined its help to
sending some of its best ships to help
us to guard our shores, but had been of
material assistance in giving us grants of
money, in sending thousands of the best
medical men to tend our wounded, and
in sending 200 nurses to nurse the sick
and bring them back to health. If it
was not inappropriate, he would also like
to say how much we in England appre-
ciated the great help that the Japanese
Government had given us. (Hear, hear.)
He was sure his Excellency the Japanese
Ambassador would convey their grateful
thanks to his Government when he next
communicated with them. Their great
activities, together with those of the
Italian Navy, had greatly lightened our
responsibilities in the Mediterranean.
(Cheers.) He read the following cable-
gram from the Navy League of the United
States:

The directors and officers of the Navy
League of the United States are greatly
(Continued at foot of next column.)

MR. CHOATE'S AMBITION
REALIZED.

A LETTER TO EARL GREY.

The following striking letter from Mr.
Choate to Earl Grey, written almost on
the morrow of the American declaration
of war against Germany, was one of the
last which the late statesman sent to
Europe:

8 East Sixty-Third Street, April 7th.
Dear Lord Grey.—Your delightful
cable came to hand on the 5th, imme-
diately after the President's Message
delivered in person to Congress, which
as you say, has swept all clouds from
our sky, and before it had culminated in
the declaration of war by Congress and
its proclamation by the President.

At last Americans at home and abroad
can hold up their heads with infinite
pride. The whole nation is now lined
up behind the President, and I think
that you will hear no more about doubt
or hesitation or dissent among us. I
think that we may now forget all the
past, and let bygones be bygones, and
accept the President as our great leader
for the war; and we must give him credit
for one signal result of his watchful
waiting, and that is, that he was waiting
to see when the whole nation would be
wrought up to the point which has now
been reached, so that he could safely
announce to the world our alliance with
France and Great Britain without any
practical dissent.

I say alliance, because that is justified
by his noble utterances. We must stand
together now until victory is won, and I
think that victory will be greatly hast-
ened by the entrance of the United
States into the conflict. As you know, I
have thought from the beginning that
while for the time being we might better
serve the cause of the Allies by remaining
neutral and supplying all that we could
in the way of arms and munitions, and
I am happy to say some men, as our
neutral right was; that nevertheless when
by entering into the war with all our
might and with the aid of all our bound-
less resources, we could help to bring
it to an end in the right way by the
complete suppression of Prussian mili-
tarism, and the triumph of civilization,
it would be our duty to do so. That
time has now come, and I am happy to
think that our great nation has acted
upon the same thought, and has been
really true to all its great traditions.

We can hardly be expected to send over
any large expeditionary force at the out-
set, but I think that we can muster a
division of something like 20,000 of
30,000 men, seasoned for war, under
competent leadership, who shall carry our
national flag alongside of those of Great
Britain and France, without much delay,
and I think that you will agree with me
that nothing would give so much new
inspiration to the war-worn veterans of
your great country and of France and
carry so much dismay into Germany as
that would.

I hope, also, that our Navy, which is
fairly well ready, will be able to open
the way across the Atlantic for our own
vessels and those of other nations to
carry food and munitions to your aid,
and it is needless to say that we can
and will furnish much-needed credit to both
your nations in support of our common
cause.

You have no idea of the very rapid
advance of public sentiment in favour
of this cause in the last few months. In
November Mr. Wilson was elected upon
the rallying cry of "Keep us out of the
war," but the defiant and impudent con-
duct of Germany since that day has
really awakened all America to the true
nature of the contest, and we must stand
together until that contest is won.

Ever affectionately yours,

JOSEPH H. CHOATE.

pleased and gratified to know that the
British Navy League is entertaining
our fellow-members at a luncheon on
the 17th inst. It is one of our most
satisfying recollections that long before
our Government declared war our two
Leagues were exchanging brotherly
greetings that were not hesitating to
express our sentiments as to the Hun,
and that we were making no fetish of
neutrality. The British Navy League will
largely share in the Navy's honours.
We are proud to be working in har-
mony with you, and believe that our
two organizations will be important
factors in forming a great League for
Liberty. (Signed) ROBERT M. THOMPSON,
President.

THE WORK OF THE BRITISH NAVY.
Colonel Ashley remarked that so far as
he was concerned the sacrifice of common
privileges in this war was to him fully
compensated by the fact that, after over
a century the two great English-speaking
nations had come together in harmony.
Through the stupidity of our rulers more
than a century ago our progressive child-
ren across the seas were compelled to
declare their dependence, but all through
the intervening time we had spoken the
same language, we had worshipped the
same God, we had revered the same
literature, and we had followed the same
great aim—liberty and free government.
Now we had come together. The great
British Empire, which stretched its
dominions in all parts of the world, was
joined with the greatest nation in the
world across the Atlantic, and he felt
sure that victory must come to our arms
when our arms were so great and our
resources so limitless.

Mr. B. Newton Cratie responded. He
said that if to-morrow we could open our
newspapers and see an official announce-
ment that a dozen of the best divisions
of the enemy had been put out of action
and that 200 of the finest ships of the
German and Austrian Mercantile Marine
had been captured we should have good
cause for jubilation. This victory was
as a matter of fact, accomplished in the
very first week of the war. There were
in the Western Hemisphere at least 240,000
strapped German troops, who were only
waiting for the proclamation of "The
Day" to return to Germany. They got
the cash, but they were still waiting,
thanks to the watch of the British Navy.

MARRIAGE PORTIONS.

FOR WAR-TIME BRIDES.

[BY TWELVE BARK.]

It has been urged that in order to
encourage earlier marriages we should
adopt the system of parents opening
negotiations and offering marriage por-
tions to prospective sons-in-laws.

"The Murphys," Beckenham
Hunstrafe, M.C.

Banns (greeting Hunstrafe): "Ah, my
boy. You received my note? Good.
Come and sit in the garden."
Hunstrafe (innocently): "What a jolly
garden!"

Banns (cunningly): "Yes. It's sup-
posed to be the most productive little
place in Beckenham. Awfully neglected
when I took it; a wretched lawn where
you see all those potatoes (Heaven knows
how many bushels we shall get this year);
flower beds where the pees and beans are;
a silly rockery where the onions are.
Kept ourselves in vegetables all last year.
Hope to do the same this year—and
(more cunningly): "Send a basket or two
regularly to the chicks who have made
homes for themselves."

Hunstrafe (still innocently): "Hah—
let me see your daughter, Grace, is the
only one unmarried, is she not?"

Banns: "Yes, my boy, and its precisely
in connection with my daughter Grace
that I have asked you here to-day. I
won't beat about the bush. I like you,
Hunstrafe. I want to see my girl settled.
What do you say to Grace as a wife?"

Hunstrafe (taken aback): "My dear
Mr. Banns, I hardly know her. For all
I know she doesn't care a rap for me—"

Banns: "What's that got to do with
it?"

Hunstrafe: "Everything."
Banns: "Everything be blowed! Tell
me frankly, Hunstrafe, what is your
income?"

Hunstrafe: "£200 a year—and my pay.
I cannot marry on that."
Banns: "What if I settle enough to
make a joint income of £200 to start
with?"

Hunstrafe: "You honour me; you are
generous; you are—embarrass me. But
money will not tempt me to an engage-
ment wherein I do not know the lady's
affections."

Banns: "Fiddlesticks to affections! I
Grace's mother and I had affections
before we married. We had to live them
down, sir, and get upon a rational basis.
Bygones are bygones—but Mrs. Banns had
no more notion of cooking than—"

Hunstrafe (suggesting): "A mess
cook!"

Banns: "Precisely. Where did affec-
tions come in then? Grace cooks like an
angel. She can make six ounces of meat
seem like a Lord Mayor's banquet; she—"

Hunstrafe (convinced): "You surely
tempt me, sir. But six hundred! In
these days—with the cost of food, fuel,
clothing—"

Banns (impetuously): "I've told you
that I like you. Here's my final offer.
Confound it, Hunstrafe, it's a big offer!
You'll never get another chance to make
a match like this. Here are the terms.
Settlement made up to five hundred, and,
in lieu of the other hundred, two gallons
of potatoes sent to your little home once
a week; the girl's sugar rations and flour
rations just as if she lived at home; all
your own woollen underclothing, my boy,
at only 200 per cent. above pre-war prices
(I'm in touch with the wholesale houses).
Two meals for you both in the girl's old
home once a week. And—yes, confound
it—I'll do it for you—even if I have to
sell all my India Stock out—your next
winter's coal supply delivered at Michael-
mas."

Hunstrafe (rising and, gripping Mr.
Banns' hand): "Done!"

Banns (overcome, weeping): "Heaven
bless you, my boy! Now let us go and
tell Grace."

FREEMASONRY AND THE
WAR.INTERESTING OBSERVATIONS BY
A GRAND MASTER.

The bearing of the war upon religion
and upon freemasonry is the subject of
an interesting foreword by the Hon. Mr.
Justice Benham, Grand Master of All-
England Freemasonry in India, in the
New India Masonic Year Book. The
war, he says, must cause freemasonry much
heart-searching, for the keynote of free-
masonry is brotherhood. This novel and
convincing exhibition of the impotence
of formulae of morality to restrain much
less annual, the impetus of elemental pas-
sions should warn us to examine the
contents of all religion and ethical pro-
fessions with scrupulous care. "The uni-
versals of religion and morality, satisfy-
ing though they may be to the loftiest
emotional moods, must invite exceptions
if not actual contradictions when need
rises for action in any given situation.
The war strikes at the heart of every
great religion as fatally and relentlessly
as at the ethical foundations of free-
masonry. Yet no one supposes that the
essence of religion will not survive the
war and be as fertile as ever has been
in generating and fostering truth and
maintaining at their height all dominant
values."

EARL OF SUFFOLK KILLED.

News has been received that the Earl
of Suffolk and Berkshire, of Charlton
House, Malmesbury, has been killed in
action in Mesopotamia.

Lord Suffolk, who was in his fortieth
year, was a major in the R.F.A. and for
some years was in command of the Wilts
Battery R.F.A. (Wessex Brigade). Soon
after the war began he went with his
battery to India and last year transferred
to another brigade as he was anxious to
take part in the fighting.

Lady Suffolk, who is a sister of the
late Lady Curzon of Kedleston, is in
India. Lord Suffolk leaves a boy, Lord
Amoy, aged 12, who succeeded to the title.

"ASAHI BEER."



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force, cures neurasthenia, hypoglycemia,
neuritis, and nervous diseases in adults
and children.

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THERAPION

104, DES VŒUX ROAD, HONGKONG

THE DIRECTORY
AND CHRONICLE
1917.FOR CHINA, JAPAN, KOREA,
INDO-CHINA, SIAM, STRAITS
SETTLEMENTS, MALAY STATES,
NETHERLANDS INDIA, PHILIP-
PINES, BORNEO, Etc.

FIFTY-FIFTH ANNUAL ISSUE.

THE DIRECTORY covers the whole of
the ports and cities of the Far East, from
Australasia to India to Siberia, in which
European reside.Not only is the Directory a full and
complete in each case as it can be made, but
each Colony, Port or Settlement is prefaced by
a DESCRIPTION, carefully revised each
year, most of which will serve as accurate
Guides for the Tourist, giving every detail
in connection with the place, their History,
Topography, etc., etc.The information in these descriptions,
consisting of a hundred interesting articles,
packed with facts, is not only out, and
containing statistics of the Trade of each
Country and Port, would alone suffice to fill
a large volume.Royal Octavo—Complete with Maps, and
Plans, pp. nearly 3,000, \$11.00. Directory
only, pp. 1,400, \$7.00.The Book is printed from New Type
specially reserved for the purpose, and
uniformity in every arrangement greatly
facilitates reference.Besides the usual Alphabetical List of
Firms of the Directory gives the CLASSIFIED
LISTS of TRADES and PROFESSIONS of
the largest Commercial Centres.

The

ALPHABETICAL LIST of RESIDENTS
in the Far East contains the names of over

30,000 FOREIGNERS.

arranged, with the initials as well as the
Surnames, in strictly Alphabetical Order,
so that any name can be found instantly.

THE MAPS AND PLANS

of the principal ports in the Far East have
been engraved by one of the most eminent
Firms in Great Britain and are annually
corrected and brought up to date.The CHRONICLE covers the notable events
together with two lists of all the most
important Treaties concluded with the
countries of Eastern Asia, the various
Customs Tariffs, Trade Regulations, Cham-
bers of Commerce, Seals of Consulars,
Consular and Court Fees, Hongkong Stamp
Duties, Postal Guide, Signal Codes, Chinese
Festivals, Tables of Money, Weights and
Measures and other Commercial Information.The CHRONICLE and DIRECTORY
though condensed in every possible manner,
contains every year more pages and are
numbers nearly 3,000.It is published at the Office of the "HONG-
KONG DAILY PRESS."

The Directories and Descriptions are stig-

China.

Peking.	Sochow.	Canton.
Beiping.	Chinkiang.	Whampoa.
Peitaiho.	Nanking.	Kowloon.
Chungking.	Wuhu.	Lappa.
Hankow.	Kowliang.	Samsui.
Amoy.	Hankow.	Kongkong.
Manchuria.	Yokohama.	Nanning.
Trade C. Utes.	Shanghai.	Wuchow.
Newchwang.	Ichang.	Kwangchow.
Dairen.	Chungking.	Fakhoi.
Port Arthur.	Chefoo.	Mohow.
Fushan.	Ningpo.	Lungchow.
Fushan.	Wingchow.	Mingto.
Shanghai.	Shanghai.	Kowow.
Hankow.	Shanghai.	Shanghai.
Shanghai.	Shanghai.	Shanghai.
Shanghai.	Shanghai.	Shanghai.
Shanghai.	Shanghai.	Shanghai.

JAPAN AND FORMOSA.

Tokyo.	Osaka.	Kobe.
Yokohama.	Moji.	Tokushima.
Shimonoseki.	Nagasaki.	Edo.
Kobe.	Hakodate.	Aomori.
Hatsumoto.	Yamaguchi.	

HAWAIIAN ISLANDS.

Honolulu.	Maui.
Kauai.	Oahu.

SOUTH SEAS.

London.	San Francisco.
San Francisco.	London.

HONGKONG AND THE STRAITS SETTLEMENTS, MALAY STATES, AND THE PHILIPPINES.

Hongkong.	Penang.	Singapore.
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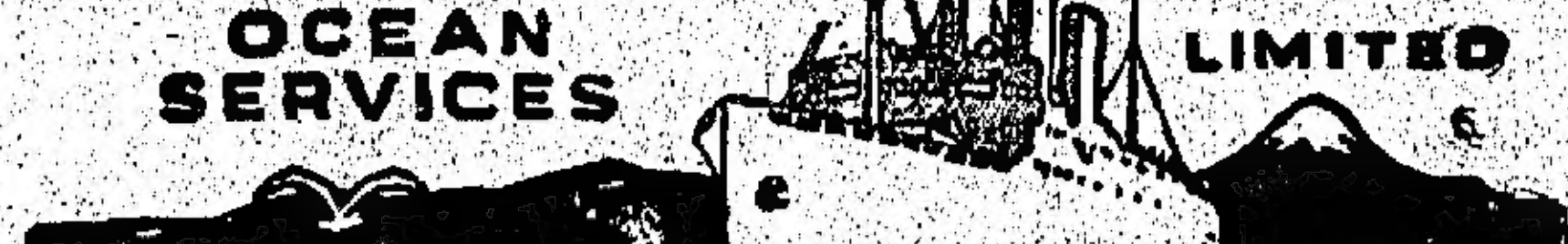
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Penang.	Singapore.	Hongkong.

CANADIAN PACIFIC
OCEAN SERVICES LIMITEDQUICKEST TIME ACROSS THE PACIFIC
To Canada, United States and Europe via Vancouver

In connection with

THE CANADIAN PACIFIC RAILWAY

EMPRESS OF ASIA. EMPRESS OF RUSSIA.

30,625 tons displacement. 30,625 tons displacement.

Electric Heat in Every Cabin. Electric Light in Every Berth.

One, Two and Three-Room Suites with Private Bath.

Laundry—Gymnasium—Verandah Cafe.

EMPRESS OF JAPAN. MONTEAGLE.

11,000 tons displacement. 12,000 tons displacement.

Twin Screw Steel Steamships, with Modern Accommodations.

Excellent Table. Reduced First Class Fares.

S.S. "Monteagle" calls at Moji instead of Nagasaki. All Steamships call at Shanghai both East and West Bound.

Through bills of lading issued via Vancouver in connection with Canadian Pacific Railway to all Overseas Ports in Canada and the United States, also to Pacific Coast Ports, European Ports and the West Indies.

For information as to Rates of Freight, Passage, etc., apply to Agents.

HONGKONG—MANILA—SHANGHAI—NAGASAKI—MOJI—Kobe—YOKOHAMA.

J. B. SHAW. J. H. WALLACE.

General Agent, Passenger Dept., Hongkong. Tel. 42. General Agent, Hongkong.

P. & O. S. N. CO.

ROYAL MAIL SERVICE

WILL dispatch VESSELS to the Undermentioned PORTS

LONDON & BOMBAY VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES.

SHANGHAI MOJI & KOBE

LONDON VIA SINGAPORE, PENANG, COLOMBO, BOMBAY, PORT SAID AND MARSEILLES.

SHANGHAI MOJI, KOBE and YOKOHAMA.

LONDON AND BOMBAY VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES.

WIRELESS ON ALL STEAMERS. Return tickets at a fare and a-half available to Europe for two years, or Intermediate Ports for six months. Round the world and through tickets to New York at Special Rates.

For PASSAGE RATES, HAND-BOOKS, FREIGHTS, DATES OF SAILING, ETC., apply to

P. & O. S. N. Co. E. V. D. PARR, Superintendent.

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR STEAMERS TO SAIL

TIENTSIN via CHEFOO "CHIEFSENG" ... Thursday, 28th June, Noon

SHANGHAI via CHEFOO "ESAN" ... Saturday, 30th June, 11 A.M.

SANDAKAN via CHEFOO "MAUSANG" ... Saturday, 30th June, 3 P.M.

MANILA via CHEFOO "YUENSANG" ... Saturday, 30th June, 3 P.M.

MANILA via CHEFOO "LOONGSANG" ... Saturday, 7th July, 3 P.M.

CALCUTTA LINE—Three sailings per month from Hongkong to Calcutta calling at Singapore and Penang.

Returning from Calcutta steamers proceed to Kobe and Moji, frequently calling at Shanghai.

These steamers have excellent passenger accommodation, are fitted with electric light and carry a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow.

Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Haiphong when inducement offers.

BORNEO LINE—Two sailings per month between Hongkong and Sandakan by steamers having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datt.

TIENTSIN LINE—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

UNDERSTRAITS GOVERNMENT PASSPORT REGULATIONS. All European passengers leaving the Colony for Straits Settlements are required to produce on arrival at destination passport with their Photographs and description affixed thereto. For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD., General Managers.

Telephone No. 215.

THE ROYAL MAIL STEAM PACKET CO.

OWNERS OF THE "SHIRAZ" LINE OF STEAMERS.

FOR SAILINGS TO AND FROM THE UNITED KINGDOM AND INTERMEDIATE PORTS.

Please Apply to JARDINE, MATHESON & CO., LTD., Agents.

Telephone No. 215, Tel. No. 10.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

S.S. "CHINA"

WILL SAIL FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU TO SAN FRANCISCO.

SEPT. 5, 1917.

AN UNPARCELLED HIGH-CLASS PASSENGER SERVICE AT INTERMEDIATE PORTS.

C. H. KITTER, Freight and Passenger Agent, P.O. Box 100, 100, 100.

70

WEATHER REPORT.

On June 27th at 12.30—No returns from Japanese stations. Pressure has increased slightly over Indo-China and the Philippines and decreased slightly elsewhere. The northern depression has remained stationary and increased considerably in intensity; an area of low pressure extends from the Andamans east to the Bering Sea Channel.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.17 inch. Total since 1st January, 27.24 inches against an average of 27.28 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT FOR-CAST.

Hongkong to Gap Rock ... (E. & S.E. winds, moderate; fair to cloudy, some rain.)

Fermosa Channel ... (The same as No. 1.)

South Coast of China between Hongkong and Lanchow ... (The same as No. 1.)

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CHINA COAST METEOROLOGICAL REGISTER.

27th JUNE, A.M.

Station.

Hour.

Barometer at Sea Level.

Temperature.

Humidity.

Direction.

Force.

Weather.

Vladivostok 6 a. 29.39 61

Nemuro 5 a. 29.39 61

Hakodate 5 a. 29.39 61

Tokyo 5 a. 29.39 61

Kobe 5 a. 29.39 61

Nagasaki

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

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Managing Agents.

"ELLERMAN" LINE.
(ELLERMAN & ECKHART STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.
Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
General Agents.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SPANGHAI	"SHANTUNG"	On 28th June, 4 P.M.
SINGAPORE and BANGKOK	"TAMING"	On 29th June, 4 P.M.
AMOI, WEIHAIWEI, CHEFOO & TIENTSIN	"HUIHONG"	On 30th June, Noon.
SHANGHAI	"CHENAN"	On 3rd July, 4 P.M.
SHANGHAI	"ANHUI"	On 5th July, D'light.
SHANGHAI	"LINGCHOW"	On 15th July, D'light.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANTU".

MANILA LINE—TWIN SCREW STEAMERS. Excellent Saloon accommodation. Amidships, Electric Light and Fans in Saloon and State-rooms.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation, Amidships, Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Telephone 38.

Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

"HAITAN" ... | Capt. A. E. Hodgins ... | TUESDAY, 3rd July, at Noon.
"HAIHONG" ... | Capt. J. W. Evans ... | FRIDAY, 6th July, at Noon.

Arrivals and Departures from the Company's Wharf (near Hiale Pier).

For Freight and Passage, apply to—

DOUGLAS LAFRAIK & CO.,
General Managers.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified cargo.

For Freight or Passage, apply to

DAVID SASSOON & CO., LTD.,
Agents.

P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT
TO

MARSEILLES AND LONDON.

TAKING PASSENGERS AND CARGO TO

STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers	Leave Hongkong	Connecting Mail	Due at MARSEILLES	Due at LONDON
to	Leave Hongkong	Str. from Colombo	1917	1917
Colombo	Leave Hongkong	Str. from Colombo	1917	1917

When Passengers change Steamers at COLOMBO, Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.
On the Australian Route Tickets Interconvertible with Orient Line.

SAILINGS DIRECT TO

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

R.S.

Leave Hongkong about

Passengers may travel by Railway in Japan between Ports of Call free of charge.
Return Tickets are available by Messageries Maritimes Company.

INTERMEDIATE STEAMERS

(Non-Transshipment)

IN ADDITION TO THE ABOVE MAIL STEAMERS, WILL LEAVE DIRECT FOR

MARSEILLES AND LONDON.

Calling at SINGAPORE, PORT SWETENHAM, PENANG, COLOMBO AND PORT SAID.

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.
Proposed Sailings:

STEAMERS.	Leave H'KONG about	Leave STRAITS about	Due at MARSEILLES, if calling about	Due at LONDON about
The Intermediate Service is Temporarily Suspended.				

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.
Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.
Return Tickets at fare and a half available to Europe for Two Years or to Intermediate Ports for Six Months.
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GORDON & DONALD, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godown.
For Further Information, Passage Fares, Freight, Handbooks, Dates of Sailing, etc., apply to
E. V. D. PARR,
Superintendent.

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

LONDON VIA SINGAPORE, MALACCA, PENANG, COLOMBO, DELAGOA BAY, CAPE TOWN and MADEIRA.

VICTORIA, B.C. and SEATTLE | INABA MARU | MONDAY, 16th July, at Noon.
via KEELUNG, SHANGHAI | Capt. Higo 12,500 |
MOJI, KOBE, YOKKAICHI | YOKOHAMA MARU | WED. DAY, 1st Aug. at Noon.
SHIMIZU and YOKOHAMA | Capt. Terada 12,500 |

SYDNEY and MELBOURNE, via MANILA, ZAMBOANGA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.

CALCUTTA VIA SINGAPORE, PENANG and RANGOON.

BOMBAY VIA SINGAPORE, MALACCA and COLOMBO.

NAGASAKI, KOBE and | AKI MARU | FRIDAY, 12th July, at 11 A.M.
YOKOHAMA | Capt. Yoshikawa 12,500 |

SHANGHAI, KOBE and | ATSUTA MARU | SATURDAY, 14th July, at 11 A.M.
YOKOHAMA | Capt. Higo 12,500 |

SHANGHAI, KOBE and | HITACHI MARU | WED. DAY, 18th July, at 11 A.M.
YOKOHAMA | Capt. Tomioka 12,500 |

YOKOHAMA | IYO MARU | TUESDAY, 31st July, at 11 A.M.
Capt. Takano 12,500 |

CEYLON MARU | SATURDAY, 14th July, at 11 A.M.
Capt. Tsuda 10,000 |

MOYORI MARU | MONDAY, 2nd July, at 11 A.M.
Capt. Toki 8,000 |

KOBE | JINSEN MARU | TUESDAY, 10th July, at 11 A.M.
Capt. Nagaya 8,000 |

EASTBOUND NEW YORK LINE
VIA PANAMA CANAL
(CARGO ONLY)

NEW YORK VIA SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO, PANAMA and COLON.

Wireless Telegraphy.

For Further Information, apply to—

Telephone Nos. 292 and 293

NIPPON YUSEN KAISHA.

R. MORI, Manager.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, NAGASAKI, THE INLAND SEA, KOBE, YOKOHAMA AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons and Speed	Leave Hongkong
PERISA MARU	9,000 — 14 knots	TUES. 3rd July.
KOREA MARU	18,000 — 18 knots	TUES. 17th July.
SIBERIA MARU	18,000 — 18 knots	FRI. 27th July.
TENYO MARU	22,000 — 21 knots	FRI. 10th August.
NIPPON MARU	11,000 — 15 knots	SATUR. 35th Aug.
SHINYO MARU	22,000 — 21 knots	FRI. 7th Sept.

FIRST CLASS TO LONDON G\$348 (£71.10.0) RETURN G\$609 (£122).
" " " SAN FRANCISCO G\$250 " " G\$437.50.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.
SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.
ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and Trans-Siberian Railway.
Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For JAPAN PORTS, HONOLULU, SAN FRANCISCO, LOS ANGELES, BALBA, JORUZ, BALBOA, OALLAO, ARIKA, IQUIQUE and VALPARAISO.

TRANS-ANDAN ROUTE TO BUENOS AIRES.

For Full Particulars as to Passage and Freight, apply to—

TELEPHONE 2374 and 2375.

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King's Building.

MESSAGERIES MARITIMES.

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SERVICE TO AND FROM JAPAN VIA SHANGHAI.
SERVICE TO AND FROM EUROPE.

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SPECIAL SUMMER RATES TO JAPAN.

1st Class Return tickets from 1st June, 1917, to 31st October, 1917, and interchangeable only with PENINSULAR and ORIENTAL S. N. Co. for return journey.
FARES: TO KOBE, \$135.00. TO YOKOHAMA, \$150.00.

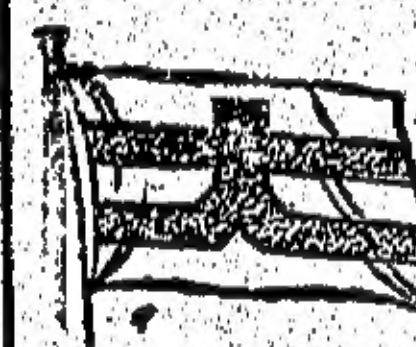
ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

Return Tickets to Europe available two years.
Return Tickets to Intermediate Ports available six months.

For full particulars regarding sailings, apply to

TELEPHONE 742.

P. THOMAS, Agent,
Queen's Building.

O. S. K.
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FOR VICTORIA, SEATTLE AND TACOMA, VIA SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE, AND YOKOHAMA.

"MEXICO MARU" ... Leaving June.
"HAWAII MARU" ... Leaving July.
"CANADA MARU" ... Leaving July.

NORTH AMERICAN LINE—This line maintains a regular fortnightly service between Hongkong and Puget Sound ports touching at intermediate ports in Japan. Overland cargo taken on through Bills of Lading for U.S.A. and connections are made at Puget Sound ports with the Chicago, Milwaukee and St. Paul Railway.

SOUTH AMERICAN LINE—Every three months the steamer proceeding to Rio de Janeiro, Santos and Buenos Aires, via Singapore, Mauritius, Durban and Cape Town.

AUSTRALIAN LINE—Monthly service between Japan and Adelaide, calling at Auckland, N. Z., Sydney and Melbourne.

BOMBAY LINE—Fortnightly service for Bombay calling at Singapore, Port Swettenham, Penang, and Colombo. At present this line's steamers maintain cargo only.

JAVA LINE—Monthly service for Java ports calling at Manila, Sandakan and Macassar. Booking for passengers and cargo to the ports.

FOR SAILING DATES AND FURTHER PARTICULARS REGARDING PASSENGER OR FREIGHT APPLY AT OFFICE.

FORMOSAN LINE—For Fuzhou, Keelung and Anging, Takao, via Swatow and Amoy.

"KAISO MARU" ... SUNDAY, 1st July, at Noon.

"SOSHU MARU" ... THURSDAY, 5th July, at 8 A.M.

These Formosa Liners will arrive at and depart from the SOON YIP WHARF, near the Harbour Office, and while the steamer is alongside the wharf Telephone No. 76 will be fixed.

For FURTHER INFORMATION, apply to—

TEL. Nos. 744 and 745

M. HIGUCHI, Manager,
No. 1, Queen's Building.

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ON A HOLIDAY

ORDER THE

"HONGKONG WEEKLY PRESS"

TO BE SENT TO YOU, AND SO

KEEP IN TOUCH WITH THE FAR EAST.

ALL THE NEWS OF THE WEEK FULLY RECORDED

INCLUDING THE MOVEMENTS OF THE LOCAL MARKETS.

24 PAGES 24 PAGES 24 PAGES

POST OFFICE NOTICE.

Monday, the 2nd July, being a General Holiday, the Post Office will be open from 8 to 9 a.m.

There will be one delivery of ordinary correspondence and one collection of letters from the Pillar Boxes.

The Money Order Office will be entirely closed.

Particulars of outgoing and incoming Mails, other than those shown below, will not be advertised in future.

The Post Office will forward all correspondence posted by the fastest routes.

Correspondence addressed to enemy subjects in China, Siam, Liberia, Portuguese East Africa, Persia and Morocco cannot be transmitted.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

LOCAL AND REGULAR MAILS OUTWARD.

For	ON WEEK-DAYS	ON SUNDAYS & HOLIDAYS
Tai O	5.00 P.M.	—
Tai Po	10.00 A.M.	8.20 A.M.
Cheung Chow	2.00 P.M.	—
Shantou, Shatin and Sheungshui	4.00 P.M.	—
Aberdeen, Antau, Ping Shan, Sai Kung, Santin, Stanley	4.30 P.M.	—
Canal Samahai and Wuchow	7.30 A.M. Regist. 8.00 P.M. Letters 8.00 P.M.	5.00 P.M.
Macao	7.15 A.M.	9.00 A.M.
Yongkou	8.00 P.M.	6.00 P.M.
Yantai and Samahai	8.00 P.M.	6.00 P.M.
Shanghai	8.00 P.M.	6.00 P.M.

From Sheungwan Western Branch P.O.

For	ON WEEK-DAYS	ON SUNDAYS & HOLIDAYS
Macao	7.30 A.M. 1.30 P.M.	8.30 A.M. 1.30 P.M.
Canal	7.30 A.M. 9.30 P.M.	8.30 A.M. 9.30 P.M.
Tai Ping Tung	9.30 P.M.	9.30 P.M.
Shek Ki	9.30 P.M.	9.30 P.M.
Kongmoo	9.30 P.M.	9.30 P.M.
Kamchuk	9.30 P.M.	9.30 P.M.
Kaukong	9.30 P.M.	9.30 P.M.
	8.00 P.M. Except Saturdays	6.00 P.M. 6.00 P.M.

In the case of Mails closing before 9 a.m. Registration closes at 5 o'clock on the previous evening.

BROSSARD & MOPIN,

Reinforced Concrete Specialists, Saigon.

REINFORCED CONCRETE.

We are fully equipped to design and build any structure of reinforced concrete, such as

Buildings: Godowns, factories, foundations, frames, floors, roofs of residential quarters, offices, foundations in bad ground.

Wharves, Bridges, Culverts, Chimneys, Towers, Reservoirs, Bins.

Retaining Walls, Dams, etc.

Designs and estimates on application.

WM. C. JACK & CO., LTD.,

AGENTS, HONGKONG.

香港中外新報

CHUNG NGOI SAN PO
(Chinese Daily Press)

PUBLISHED DAILY.

Is the oldest and still immeasurably the best Advertising medium among the Native Community.

Established for over FIFTY YEARS.

Circulates largely throughout Southern China, Indo-China, etc.

Terms for Advertising (Translation free) can be obtained at the Office, 105, Des Vaux Road Central, Hongkong, 131, Fleet Street, London or from the different Agents.

Documents translated from or into Classical or Colloquial Chinese.

ON SALE.

HONGKONG HANNAH REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session, 1916.

REVISED BY THE MEMBERS.

PRICE \$5.

DAILY PRESS OFFICE.

BANK

BANQUE INDUSTRIELLE DE CHINE

CAPITAL (Paid up) ... France 45,000,000
President ... André Berthelot
General Manager ... A. J. Fernetti.

HEAD OFFICE: 74, Rue Saint Lazare, PARIS.
BRANCHES IN PEKING, SHANGHAI, TIENTSIN AND HONGKONG.

BANKERS:

In FRANCE: Société Générale pour favoriser le Développement du Commerce et de l'Industrie en France.

In LONDON: London County & Westminster Bank, Ltd.

In ITALY: Banca Commerciale Italiana.

Telegraphic Address: CHIBANKIND.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking and Exchange business transacted.

M. ROUET DE JOURNEL, Manager.

HONGKONG BRANCH, 5, Queen's Building, Tel. No. 2382, Hongkong, 14th May, 1917. [635]

COMMERCIAL.

CLOSING QUOTATIONS.

ON LONDON.	June 27th.
Telegraphic Transfer	2/6 1/2
Bank Bills, on demand	9/8 1/2
Bank Bills, at 30 days' sight	2/4 1/2
Bank Bills, at 4 months' sight	2/8 1/2
Credit, at 4 months' sight	2/7 1/2
Documentary Bills 4 months' sight	2/7 1/2
ON PARIS.	
Bank Bills, on demand	3/7
Credit, at 4 months' sight	3/7 1/2
ON NEW YORK.	
Bank Bills, on demand	6 1/2
Credit, at 60 days' sight	—
ON BOMBAY.	
Telegraphic Transfer	—
Bank Bills, on demand	—
ON CALCUTTA.	
Telegraphic Transfer	—
Bank Bills, on demand	—
ON SHANGHAI.	
Bank Bills, at sight	—
Private, 30 days' sight	—
ON YOKOHAMA.	
On demand	117 1/2
ON MANILA.	
On demand	120
ON SINGAPORE.	
On demand	107 1/2
ON BATAVIA.	
On demand	144 1/2
ON HANKOW.	
On demand	9 1/2 p.m.
ON HONGKONG.	
On demand	51
SOVEREIGN Bank's Buying Rate	3 7/8 1/2
GOLD LEAF, 100 fine, per tola	416.40
SILVER, per tola	39.80

SUNDAY'S GOLD.

	per cent
Hongkong 20 cents' piece	\$0.00 Premium
Hongkong 10 " "	\$0.00
Canton 20 " "	\$4.30 discount
Canton 10 " "	\$5.00

SHARE LIST—QUOTATIONS.

HONGKONG, 27th JUNE, 1917.

STOCKS.	PAID UP VALUE.	OFFICIAL QUOTATION 10.30 A.M.	CLOSING QUOTATION.	LAST DIVIDEND.
BANKS.				
Hongkong and Shanghai	\$125	\$390, sellers	24 1/2 for 1916	
INSURANCE.				
Cantons	\$50	\$242 1/2	63 1/2 for 1915	
China Fire	\$20	\$143, buyers	89 for 1915	
Hongkong Fire	\$50	\$325	87 1/2 for 1915	
North China	\$25	T. 150	15 1/2 int. account 1916	
Unions	\$100	\$860, sellers	300 for 1915	
Yongtong	\$50	\$190, buy.	321 for 1915	
SHIPPING.				
Douglas S.S. Co.	\$50	\$85	85 int. s/o 1916/17	
Canton Steamboats	\$15	\$17, buyers	1/25 for 1916	
Indo-China Frigate	\$25	\$40, sellers	61 for 1916	
Do. Def.	\$25	\$101 1/2, sales	50 1/2 for 1916	
Star Ferry Co.	\$10	\$29	\$2.10 for year ending 30-4-17	
REFINERIES.				
China Sugars	\$100	\$309, buyers	112 for 1916	
Malacca Sugars	\$30	\$100, s. & b.	5 Pa. for 1916	
DOCKS, WHARVES AND GODOWNS.				
Kowloon Wharf Co.	\$50	\$74 s. & b.	94 and bonus of \$2 for 1916	
H. and W. Dock Co.	\$50	\$116, buyers	\$5 and bonus of \$3 for 1916	
Shanghai Docks	Tls. 100	T. 82	Tls. 74 for year ending 30-4-16	
LANDS, HOTELS, AND BUILDINGS.				
Central Estates	\$100	\$97, sellers	87 for 1916	
Hongkong Hotels	\$50	\$67	83 for 1916	
Hongkong Lands	\$100	\$33, buyers	50 cents for 1916	
Humphreys Estates	\$30	\$30, sellers	82 for 1916	
Kowloon Lands	\$30	\$33, sellers	65.25 for 1916	
West Point	\$50	\$74		
TELEPHONE.				
Langkate	\$10	Tls. 16, buy.	Tls. 1 for year ending 31-10-16	
Shells	\$21	113/-	2 1/2 int. account 1916	
Ural Caspian	\$21	82/-	9 1/2 for 1915/16	
MINING.				
Kallans	\$21	34/-, buyers	1 1/2 int. act. year ending 30-9-17	
Rancho	\$21	\$2.45	None since 1910	
Trough	\$21	25/6, buyers	1 1/2 int. account 1916	
COTTON MILLS.				
Ewo	Tls. 50	T. 157 1/2	Tls. 9 for year ending 31-10-16	
Kong Yik	Tls. 10	T. 14 1/2, buy.	T. 0.80 for year ending 30-11-16	
Shanghai	Tls. 50	T. 121, buy.	Tls. 6 for year ending 30-6-16	
Yangtseepool	Tls. 5	T. 54, buy.	NH for 1915	
ISLAND INDUSTRIES.				
China Boreas	\$12	\$7	60 cents for 1916	
China Lights	\$5	\$44	None since 1906	
China Providents	\$10	\$7.70	70 cents for 1916	
Dairy Farms	\$8	\$23	83 for year ending 31-7-16	
Green Island Cement	\$75	\$7.40, sales	80 cents for 1916	
Hongkong Electric	\$10	\$45, buyers	83 for year ending 28-2-17	
Hongkong Ice	\$25	\$151	111 for 1916	
Hongkong Rope	\$10	\$10	82 and bonus of \$1 for 1916	
Hongkong Steel	\$10	\$10	None for year ending 31-5-16	
Hongkong Tram	5/-	\$6.40, s. & b.	30 1/2 for 1916	
Peak Tram Old	\$10	\$9.10	72 for year ending 30-4-17	
Do. New	\$1	\$0.90	35 cents for year ending 31-5-16	
Steam Laundry	\$5	\$3.45, s. & b.	\$1.35 for 1916	
Union Waterworks	\$7	\$13	70 cents for 1916	
Wells & Co.	\$7	\$8, buyers	None since 1914	
Wm. P. Wall Limited	\$7	\$9 1/2, sellers		

BURSE (Singapore Currency)	PAID UP VALUE.	YEAR ENDS.	LATEST QUOTATION.	DIVIDEND FOR LAST YEAR.	INT. DIV. TO DATE.
Aloer Gajahs	\$1	Sept.	\$4.05	55 p. a.	20 p. a.
Ayer Pagar	\$5	Jan.	\$11.25	25 p. a.	—
Glenally	\$1	Oct.	\$2.30	30 p. a.	10 p. a.
Kodah	\$1	Apr.	\$4.25	42 1/2 p. a.	30 p. a.
Kempas	\$2	June	\$7.75	40 p. a.	15 p. a.
Malaka Pinda	\$1	Aug.	\$2.65	30 p. a.	10 p. a.
Makoff	\$2	Dec.	\$4.10	30 p. a.	—
New Seremban	\$2	Dec.	\$4.20	25 p. a.	—
Bandar	\$2	Jan.	\$4.75	33 p. a.	20 p. a.
Typh	\$10	Dec.	\$10.00	35 p. a.	10 p. a.
Plantation Rubber in London			2 1/2		

VERNON & SMYTH, Share Brokers.

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AND

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AROMA

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HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital ... \$15,000,000
Reserve Funds—
Sterling ... \$15,000,000
Silver ... \$15,000,000
Reserve Liability of Proprietors ... \$15,000,000

COURT OF DIRECTORS:
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J. A. PLUMMER, Esq.—Deputy Chairman.
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CHIEF MANAGER:
Hongkong—N. J. STABB, Esq.
MANAGER:
Shanghai—A. G. STEPHEN, Esq.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS.
For 3 months, 2 1/2 per cent. per annum.
" 6 " 3 1/2 " " " "
" 12 " 4 " " " "
N. J. STABB, Chief Manager.
Hongkong, 6th June, 1917.

THE BANK OF CHINA GOVERNMENT BANK.

(SPECIALLY AUTHORIZED BY PRESIDENTIAL MANDATE OF 15th APRIL, 1913.)

Authorized Capital ... \$80,000,000
Paid-up Capital ... \$10,000,000

HEAD OFFICE—PEKING.

BRANCHES AND SUB-BRANCHES.
SHANGHAI BRANCH: Chinkiang, Yangchow, Wusueh, Wuhai, Anshing, Tientsin, Tsin-kiangpo, Soochow, Hankow, Ningpo, Ichang, Nanchang, Tientsin, Paoing, Tongshan, Luansien, Tsinghsien, Haing-tai, HANGCHOW: Welchow, Shaohsin, Chiahsin, Lanoh, Hsueh, Ningpo, Kailung, Tientsin, Chowien, Tientsin, Tientsin, Linchi, Linchi, Tientsin, Tientsin, Haining, Chefoo, Tientsin, Tientsin, Yunchang, FOOCHOW, CHANGCHUN, Kirin, Moukden, Newchwang, Dairen, Harbin, Tientsin, Tientsin, Chinkow, Antung, CANTON, KURITANG, PEKING, Kueih's Suiyuanhang, etc., etc.

CANTON BRANCH.
Interest allowed on current accounts and Fixed Deposits. Terms on application. Every description of Banking business transacted; loans granted on approved securities. Special facilities for Home Branches.
Hongkong 12th October, 1914. [574]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE—LONDON.

Paid-up Capital ... £1,200,000
Reserve Fund ... £1,000,000
Reserve Liability of Proprietors ... £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

T. C. DOWNING, Manager.
Hongkong, 6th May, 1917. [141]

BANKS

THE BANK OF TAIWAN, LIMITED (TAIWAN GINKO).

INCORPORATED BY SPECIAL IMPERIAL CHARTER, 1889.
Capital Subscribed ... Yen 20,000,000
Capital Paid-up ... " 15,000,000
Reserve Funds ... " 5,000,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES:
JAPAN—Kobe, Osaka, Tokyo & Yokohama.
FORMOSA—Ako, Gikan, Kagi, Kankin, Kueilung, Makung, Pusan, Shun-chien, Taihou, Taiwan, Tainan, Tamsui.
CHINA—AMOI, CANTON, FOOCHOW, HANKOW, KUEILUNG, SHANGHAI, SWATOW, OTHERS—HONGKONG, LONDON, SINGAPORE, SOERABAYA, SEMARANG & NEW YORK.

LONDON BANKERS:
Capital and Comptoir Bank, London, and South-Western Bank, Paris & Bank.

The Bank has Correspondents in the Commercial centres of Russia, Manchuria, Indo-China, India, Philippine Islands, Java, Australasia, America, and elsewhere. Deposits at rates which will be quoted on application.

N. YANAGITA, Manager.
HONGKONG BRANCH, 3, Des Vaux Road, Hongkong, 22nd May, 1917. [800]

THE MERCANTILE BANK OF INDIA, LIMITED

HEAD OFFICE: 15, Gracechurch St., London.

Authorized Capital ... £1,500,000
Subscribed ... " 1,125,000
Paid-up ... " 583,500
Reserve Fund ... " 600,000

BANKERS:

THE BANK OF ENGLAND.

THE LONDON JOINT STOCK BANK, LIMITED.

BRANCHES:

Bombay, Calcutta, Hongkong, Kobe, Shanghai, Singapore, Suez, Tientsin, Yokohama.

Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates that may be ascertained on application.

C. CHAMPEIN, Acting Manager.
Hongkong, 26th May, 1916. [132]

HONGKONG SAVINGS BANK

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rates may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 1/2 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, N. J. STABB, Chief Manager.
Hongkong, 2nd November, 1914. [110]

Printed and Published by HENRY ADOLPHUS CARRUTHERS, for THE HONGKONG DAILY PRESS, LTD., at 104, Des Vaux Road Central, Victoria, Hongkong. London Office: 121, Fleet Street, E.C.